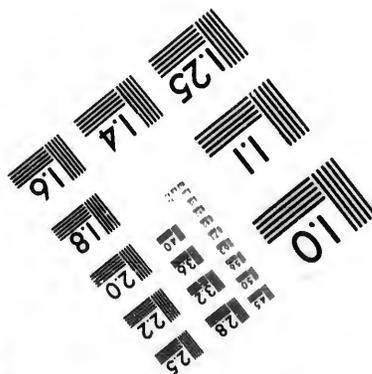
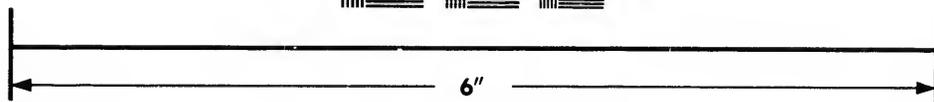
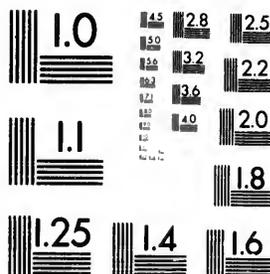


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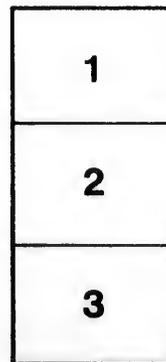
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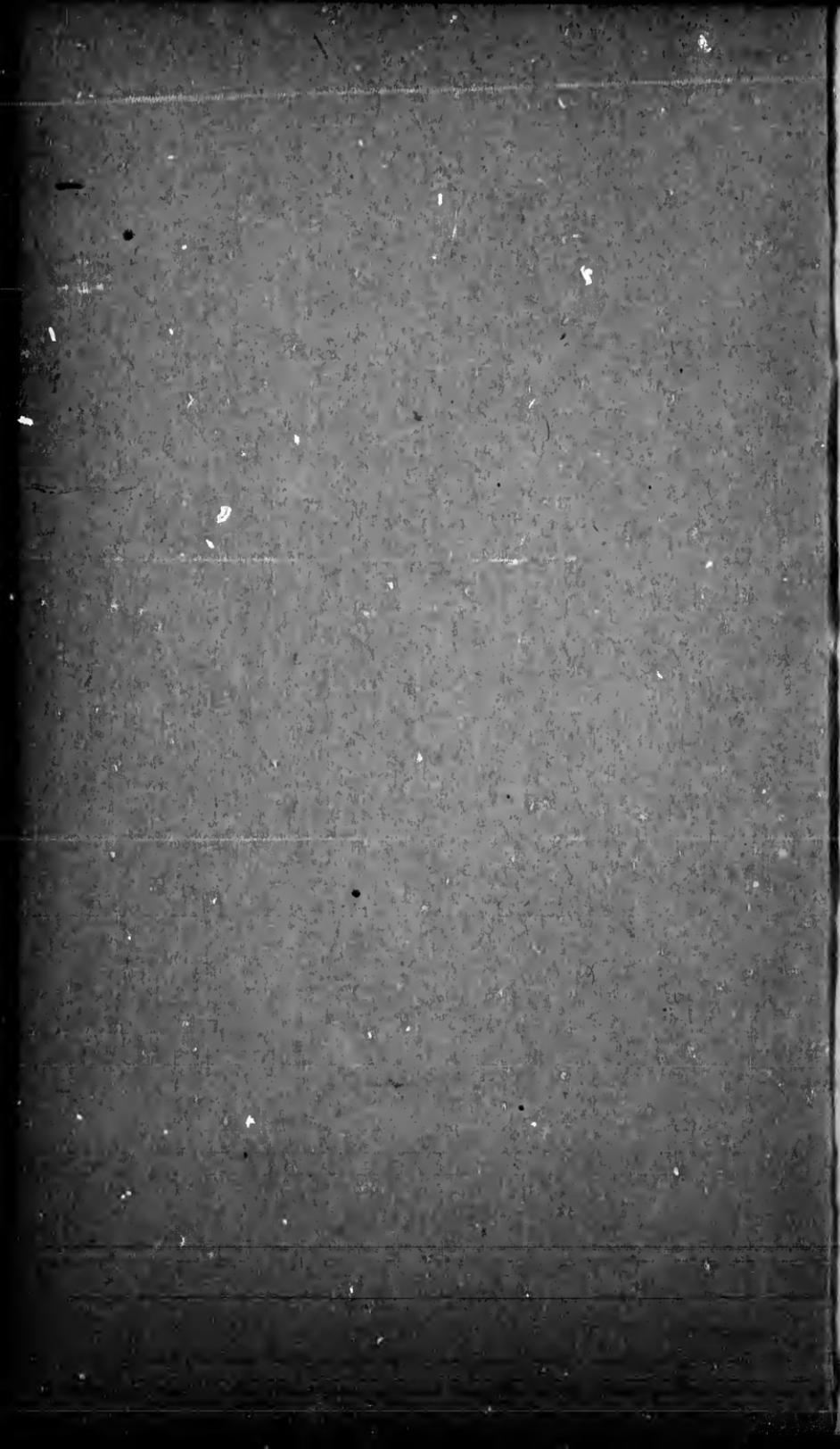
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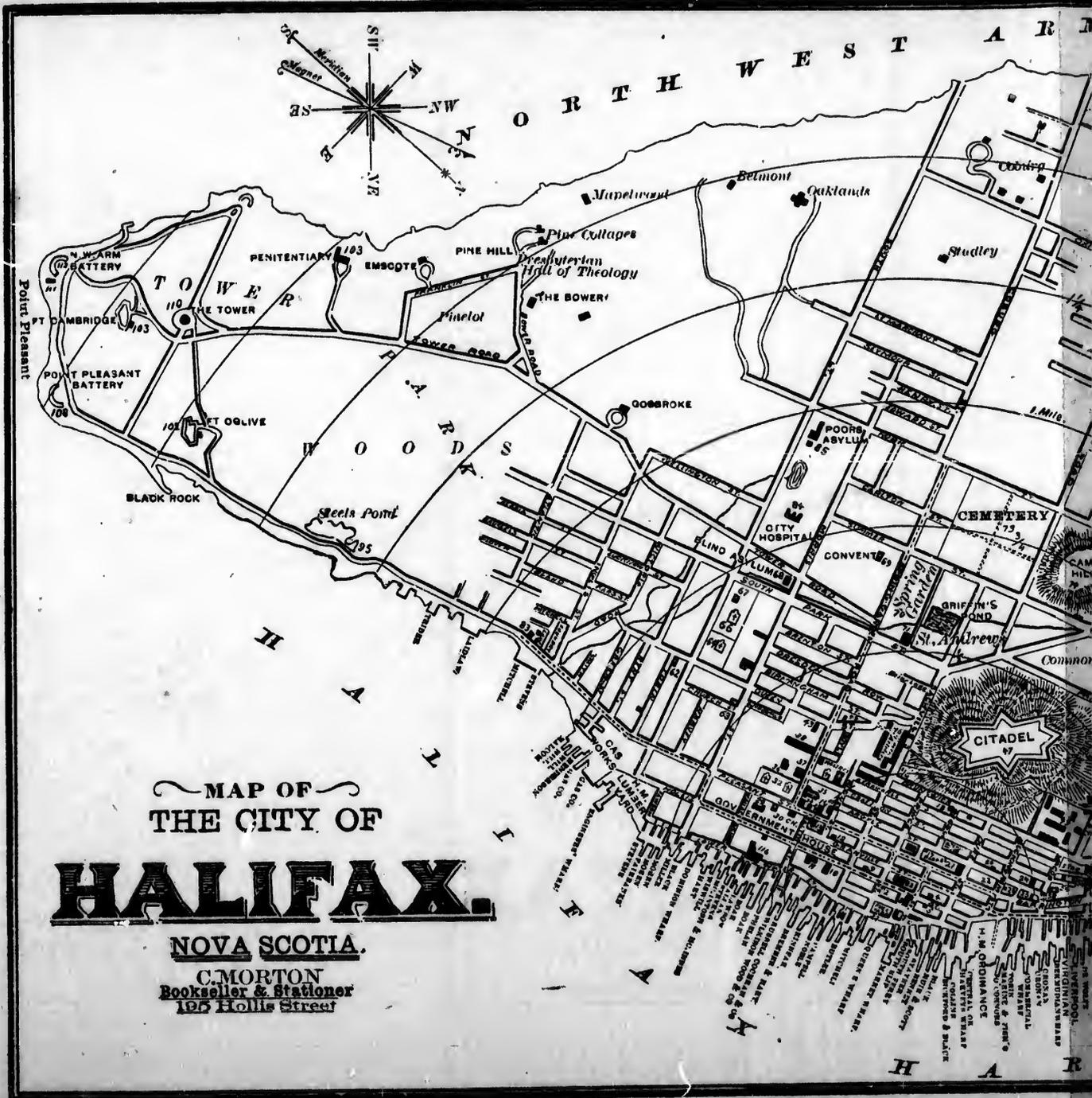
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MAP OF
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THE
HALIFAX GUIDE BOOK.

(ILLUSTRATED.)



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195 HOLLIS STREET.
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CITY OF HALIFAX.

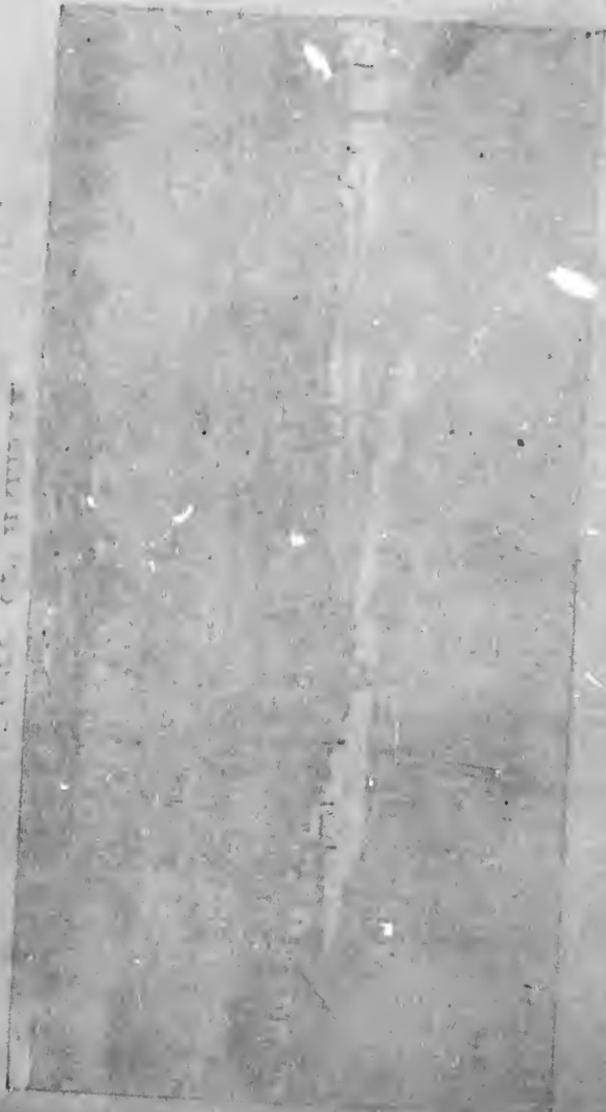


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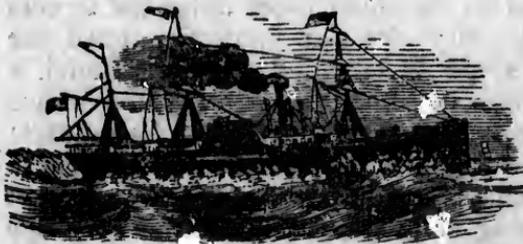
INTRODUCTORY.

HALIFAX, the capital and chief city of Nova Scotia, has a population estimated for 1878 at 33,000.

The city is pleasantly situated on the eastern slope of a peninsula formed by Chebucto Harbor and a branch of the sea now known as the North West Arm, but in the early history of the colony called Sandwich River. Chebucto Bay, terminating in the Harbor, contracting at the "Narrows," and again widening out into Bedford Basin, is, taken altogether, one of the great havens, not of this continent only, but of the world, whether for beauty, safety, or capaciousness, having few equals, and, so far as Canadians believe, no superior. Along the water front of the peninsula alluded to, for about three miles the streets and houses of the city rise tier upon tier, until the summit of the slope is crowned by the Citadel, a massive fortification two hundred and fifty feet above tide water, and bristling with huge guns of the latest construction,—emblems significant indeed are these latter, of Imperial power and connection, but, except in the way of firing salutes with blank powder, they and those of the fortresses in the vicinity of Halifax, have as yet slept idly in their embrasures. But to return; whether seen from the eastern or western passages of the harbor, or from the islands at its mouth, which break the rude force of the Atlantic, or still better, when viewed from the town of Dartmouth, Halifax is a city fair to behold. From any of these points stand out prominently the churches, hospitals and other public buildings, to which more immediate attention will presently be drawn. The shipping at the piers and docks, at all seasons considerable, but in the summer season, supplemented by the stately frigates and ironclads of the Royal

Navy ; the substantial warehouses and elegant shops, with numerous mansions embosomed in trees, make up a picture not easily surpassed, and one that tourists never fail to appreciate. Travellers arriving by the Intercolonial Railway or its branches, from the east and west, have not so good an opportunity of seeing the city to advantage. It must be confessed that a close scrutiny will reveal some localities which are improved by the enchantment of distance, yet there are many pleasant streets, and many of a more substantial dignity, alive with cabs, omnibuses and other evidences of a busy traffic. The design of this Annual, however, is not so much to give the history of Halifax, as to illustrate its present condition and status ; to point out objects worthy of attention, and to show in what localities they are to be found.

THE APPROACH BY SEA.



The traveller who prefers to arrive at Halifax by sea, rather than by the Intercolonial Railway, will have his atten-

tion drawn to the numerous guardians of the coast, both of a peaceful and a warlike character. Lighthouses and fortifications are conspicuous at every prominent point, from the rocky isle of Sambro on the western coast to the jetties of H. M. Naval Yard near the head of the harbour. The lonely island of Sambro, a prominent rock a mile or two from the shore, and about twenty miles from the Narrows, is scarcely large enough to contain the lighthouse ; it was, doubtless, chosen by the first Legislature of Nova Scotia, on account of its admirable situation for the purpose required. The lantern shews a fixed white light, warning the mariner

of rocks and ledges in the vicinity, and casting its welcome beams over a wide expanse of the surrounding ocean. A little further inland on the same shore, we have next in order, standing on the bold bluff of Cnebucto Head, the Beacon, with its brilliant light revolving at intervals of one minute; the Beacon being supplemented in the same neighbourhood by an automatic signal buoy with a ten inch whistle. Still further inward, but on the opposite side, appears the antiquated lighthouse of Mauger's or Meagher's Beach, standing apparently in the water, but in reality on a low shelving beach jutting out nose-like from the western shore of MacNab's Island towards the harbour's mouth. This island, with its neighbour, Lawlor's, on the east, forms a great natural break-water for the Port, against the fierce south-eastern gales of the Atlantic, and together they separate the Eastern Passage, as it is called, from the much broader and safer entrance by the Western shore. Further East, at the entrance of the second Passage, will be noticed the double white light on Devil's Island, and nearly opposite on the Western shore, a military establishment known as the Signal Station and Fort of York Redoubt. Here the eye may



encounter what is supposed to be a novelty in this part of the world—a cairn on the ancient model. It stands on a height above the village of Herring

Cove, as we approach the harbour. Two rude pillars are seen placed east and west, forming the elevated parts of the ship-cairn erected in memory of George Brown, a native of the Cove, who died July 8th, 1875, aged 36 years, after having earned the title of champion oarsman of North America. Proceeding further inward from York Redoubt along the Western shore, the outlet of the North West "Arm" is passed, and here one might linger, as the "Arm" is noted for its quiet and picturesque beauty. This pretty little inlet runs up, in the rear, as it were, of the city for two or three miles, and varies in width from a quarter to half a mile, the shores throughout its whole length showing a succession of handsome mansions, with smooth lawns extending in some parts to the water's edge, and in others relieved by groves of the original forest. There was formerly a battery and chain-boom at the mouth of the "Arm"—but of this further on. We now approach Point Pleasant, the southernmost point of the peninsula on which the city is built. This point was at first selected by Governor Cornwallis as the site for building the town, but was found to be much exposed to south-easterly gales, and another site was selected between two and three miles further north, where the city at present stands. Soon afterwards we pass George's Island, with its massive fortifications, built apparently to last for all time. We are now in the harbour proper, and can take a leisurely survey of its capabilities and proportions. What a magnificent sheet of water it is! not to speak of the roadstead of George's Island outside, or of the broad basin inside of the Narrows, the harbour has room and verge enough to accommodate the fleets of the world. Everywhere the water is deep—so deep that the largest ships may lie at the wharves without fear of grounding at any time of the tide—which here rises and falls so gently as to be hardly perceptible, and never exceeding a depth of six or eight feet. Practically, the state of the tide here is never taken into account in the usual arrangements of shipping incidental to the duties of a port-warden.



The Intercolonial Railway Depot at North Street, unsurpassed by any similar structure in the Dominion of Canada, was built by Mr. Henry Peters, of Halifax, and made ready for occupation on 1st August, 1877. As we approach the main entrance from North Street, the fine proportions of the building become apparent. It is two stories in height, with a mansard roof surmounted by a lofty tower and dome. At each corner are ornamental towers with circular-headed dormer windows. The dome on the four faces has large electric clock dials. The building measures 113 by 50 feet. On the ground floor are the general waiting room—ladies' waiting room—ladies' dressing room—Intercolonial and Western Counties ticket offices—telegraph office—Superintendent's office—railway conductors' room, and parcel office. The building is heated by steam on the most approved principle, the boilers and other apparatus being in a fireproof basement vault. On the first floor are the agent's dwelling apartments, also private offices for the Superintendents of the Intercolonial and of the W. C. Railway and R. R. Engineer offices. The passenger shed connecting with the main building

on the north is 400 feet long and 87 feet wide. This building, constructed on the same design as the front building, is of the finest pressed brick, very ornamental, with circular-headed windows, label mouldings and granite dressings, with roof of iron, very light and airy, yet very substantial. There are three main tracks leading into the building, with two platforms of 20 feet wide. Two of these tracks are for the use of the Intercolonial Railway, and one for the Western Counties Railway. On the west side are closets (W. C.) of the best construction, also heated by steam from the main building. The baggage shed on the east of the passenger shed, is convenient for the receipt and delivery of baggage, being fitted with three large sliding doors. This building is 82 by 16 feet, with a veranda on the front, supported by iron brackets and covered with corrugated galvanized iron. This building is also heated by steam. On the east side there is a platform the whole extent of the building, affording great convenience to the travelling public in arriving at or leaving the North Street Depôt.



The Richmond R. R. pier and wharves have immediate connection with the North Street Depôt, the original Depôt at Richmond being now occupied by the Western Counties Railway Company exclusively. The piers and elevated track for the discharge of coal by car loads, and for the receipt of heavy mer-

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chandise destined to the interior and Upper Provinces, afford good facilities for traffic, having space and depth of water for vessels of the largest size, while receiving and discharging cargo. As a summer station the place is without a rival, in its purpose of a deep sea terminus, but for the greater convenience of resident merchants having warehouses within the city, it is proposed to extend the water-side track a mile or more southward, to gain positions more favorable for the erection of grain elevators and provision depôts, whence shipments to Europe are expected to attain large dimensions during the winter months.

The Intercolonial Railway, having its Atlantic terminus at the harbour of Halifax, and connecting with the European and North American line and with the Railway system of the United States comprises, at present, a main track extending from the Halifax Dépôt to Riviere-du-Loup, where it joins the Grand Trunk of Canada. To the main line of 550 miles and northern division of $83\frac{1}{2}$ miles are attached several branches, viz.: Truro and Pictou, 52 miles; Windsor branch and continuation to Annapolis, 84 miles. The Acadia Iron Mines branch, 13 miles; Chatham branch, 8 miles; Springhill branch, 32 miles; Elgin branch, 14 miles; Rimouski branch, 2 miles, with various colliery connections amounting to 43 miles, and Western Counties, 90 miles under construction; also, in progress of construction, St. Martin's and Upham branch, 32 miles; Richibucto branch, 27 miles; Albert line, 41 miles, being a total length, with branch connections, of 745 miles—176 being in the Province of Quebec, 343 in New Brunswick, and 226 in Nova Scotia.

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The germ of the Halifax and Quebec Railway, now in every sense one of the most important lines on this Continent, was contained in a suggestion of Henry Fairbairn in an article published in the "United Service Journal of 1832. His idea was to make the terminus at St. Stephen's, N. B., and to lay the rails of wood. Out of this primitive conception eventually

grew the R. R. now completed. Its construction was steadily advocated long years by many who believed in it as the one thing necessary to unite and consolidate the British North American Provinces, among others by Lord Durham, Governor General, Sir Richard Brown of England, the late A. W. Godfrey, Hon. Joseph Howe, Hon. H. H. Cogswell, G. R. Young, and other notable colonists of the time. The actual survey was commenced in 1846, under charge of Capt. Pilon and Major Henderson of the R. E. Department, and the final report was submitted by Major Robinson, R. E., in 1848. This memorable report recommended the line by the North Shore (of the St. Lawrence), which after much discussion was adopted; and it was then computed that a line from Halifax to Quebec of 635 miles could be made for £7000 stg. per mile, or about 25 million dollars altogether. The main line and branches returned are 745 miles, costing for construction and equipment \$33,548,946, showing that Major Robinson's original estimate was not very wide of the mark. The Intercolonial Railway was completed for through traffic on July 1, 1876, though sections of it had been in operation long before.

CITY STREETS AND WALKS.

An agreeable walk of a summer morning may be made by Sackville St., turning by the right into the enclosure of the Citadel and along the track over the slopes of the glacis. At the summit near the great saluting battery a fine view of Dartmouth, sister city to Halifax is obtained. That town stands at a point of the eastern shore of the harbour opposite the naval yard. The site was occupied as early as August, 1750, by about 300 settlers who arrived from the Palatinate in the ship *Ann*. Soon after its occupation it was, in 1751, attacked by the Indians and a number of the inhabitants massacred, their scalps being carried off for reward by the hostile French. The place was subsequently overtaken by various misfortunes that

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tended to retard its growth, but it at length struggled through all reverses to become an incorporated city, enjoying present prosperity. Nestling by the lakes and hill sides, while sheltered in part by the yet primeval forest, it is fair to look upon. To the right of the suburban picture rises Mount Hope, on whose green slopes stooping to be touched by the tidal waters, stands an imposing hospital, with its grove and garden dedicated to the insane of the Province. This great edifice and its surroundings will doubtless attract the stranger's eye and induce a visit, though a description here is beyond the limits of "the Guide." At this point the American Cozzens describes the scene:—"If you cast your eye over yonder magnificent bay, where vessels bearing flags of all nations are at anchor, and let your vision sweep past and over the islands to the outlets beyond where the quiet ocean lies, you will see a picture of marvellous beauty. Behind us stretch large green plains dotted with cottages and bounded with undulating hills, with now and then glimpses of blue water, and as we walk down from Citadel Hill we feel half reconciled to Halifax, its quaint mouldy old gables, its soldiers and sailors, and all its little, odd, outlandish peculiarities." Glancing from the site of Dartmouth proper, the circuit of the shore passes by Turtle Grove, a famous resort for picnic parties in the olden time, to Tufts' Cove, a settlement of ballast boatmen, and other cottagers, till the Narrows or passage to the inner harbour of Bedford completes the view. The eye returns to its point of departure, taking in the densely peopled squares along the water-side. Here, says a local writer, "you see ships, warehouses, shops, smoking chimnies, dingy house-tops, streets with their rattling carts and carriages, towers and spires of churches and other public buildings."

The view from this elevated point is, however, disappointing as regards the City immediately below. Turn, then, down the slope to the left, passing the Ball-court. Here near the guard-room and military

offices a turnpike gate is erected at which you are not toll'd ! but once a year all these citadel thoroughfares are closed to the public in assertion of exclusive crown rights. Turning here by Cogswell Street to the left and along the circuit of the citadel enclosure the circuit is soon made to the Public Gardens. Here one may revel among flowers till the clock strikes, or till the promptings of a renewed appetite suggest the way to the hotel, *via* Spring Garden Road and Pleasant Street. The pedestrian may again pursue his walk and find Lower Water Street at its southern terminus, first looking in by the way, at the Government Engineers' wharf and yard, with its deserted old earthworks of defence, now become grass-grown and the play-ground of children. Thence by Fawson Street turn shortly to Water Street, which has its course from south to north along the harbour line ; a few objects deserve attention, such as a brewery of large proportions (Keith's), the Night Refuge, coffee rooms and soup kitchen for the poor and the weary (mediums of true benevolence), and the guard-house and stores at Queen's wharf. Hereby stands the

CENTRAL FISH MARKET.



The Fish Market is not an ornamental structure. Its traditional character as "the finest fish-market in the world," clearly proceeding from more essential claims. From an arched gateway on Water Street you descend a gentle incline, and enter a large room with aisles running lengthways on either side of two rows of stalls floored with rough marble. The place is clean but necessarily damp, and the chief attraction to visitors is at the busiest season, say towards the end of May. At that time especially, you may see dozens of SALMON of an average in weight of ten or fifteen pounds. Examine them ! broad and round-

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backed, deep-sided, the lavender of the fins contrasted with the adjoining tint characteristic of the king of fishes. The price may be about fifteen cents per pound. The figures in YARREL and AGASSIZ make the fish so long and slender as hardly to correspond with the Nova Scotian standard. The HALIBUT is now rather out of season, but may be seen stretched out in his huge form and ungainly proportions. If not a judge of the fin-piece beware how you get a slice from a grey instead of a white fish. Of the HADDOCK there is a show tempting to all fish-lovers, who hold that after the salmon and sea-trout it is of surpassing flavour. Slab after slab is laden with CODFISHES of all the shapes and colours denoting the varieties of their kind, and of all sizes from two pounds up to fifty. A local tradition tells of a monster that when cleaned and dried weighed 112 lbs. ! a quintal of itself,—and a stone wighing 5 lbs. was formerly shown, as taken from the stomach of another specimen. The allied POLLOCK and HAKE being in less repute for the table are seldomer met with, though sometimes plentiful. The CUSK of flavour known to few, and the WHITING, called here the SILVER-HAKE, is common. Spring MACKEREL usually approach the coast at this time ; sometimes in great numbers. Thrown in heaps on the slabs rather than disposed with an eye to effect, their probable next neighbours are the lustrous HER-RINGS, and below, refractory LOBSTERS under their covering of wet seaweed. A peculiar custom of this market prescribes that none but marine captures shall be vended within its walls. The fresh-water tribes and some marine, too, of lower dignity, as the lake trout, smelt, gaspereaux or alewife (a kind of herring), eels and clams have the privilege of the curb stone—where they are not to be lightly interfered with, even by His Worship the Mayor.

Now take a look at the customers ! It is early morning. Conspicuous in the eager throng, are the regimental mess-man, the smart gun-room steward from the Dockyard, and those of the different line

steamers that happen to be in port, jostling, though in no rude fashion with gentlemen's servants, tidy serving damsels from the boarding houses, the thrifty good-wife, basket on arm, to carry her own purchase, the lady of colour from Preston, happy in having secured for "a song" the large head of a cod or a halibut that at Billingsgate would be deemed a prize for an epicure. Few of the wealthier citizens attend the market regularly of late years. Men and manners are changed since the consumer trusted nobody but himself to decide on the freshness of the gills and the elasticity of the tail. There are those still living who can call to mind when the Town-major, after guard-mounting would ride to the market in full uniform to purchase his own dinner. That the prices have risen latterly is undoubted. Some say that it is not that the fisherman asks more, but because his commodity pays a second profit on its way to the consumer. Of the bygone reign of cheapness some good stories are remembered.

Once an old fighting Governor was giving a dinner in Halifax, when expatiating on the cheapness of living he said, "Gentlemen, I have dined you all upon that cod's head and shoulders for a crown. The price would have been a guinea in London!" "And I will dine Your Excellency on a better one than that for a 'quarter!'" (then a shilling sterling) bluntly replied a well-known resident from the foot of the table. The Governor, who always knew where he was, even when hurled from the star rampart into a ditch in India, said nothing—but was seen next morning at sunrise pricing every fish in the market, with his cane. On returning home he immediately discharged his servant! the middle man.

A naval captain, new to the station, gave his steward a sovereign to buy lobsters for the cabin dinner. The man returned with a boat-load! conveyed in two or three wheelbarrows.

A writer in the *London Lancet* in 1862 says,—the last thing he remembers of Halifax is a dispute

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etween a buyer and seller concerning the price of
 lobsters, "one claiming his choice of the lot for three
 half-pence, the other insisting that he should take
 them as they came!" Nevertheless the London
 press joins our own in sounding a different note since
 the recent large exportations of can'd lobsters from
 our shores, warning us against the unlimited destruc-
 tion of these animals, which, it may be, entails also
 the loss of other valuable tribes that feed on them,
 and together serve to keep up the balance of nature.

Passing from the Market wharf, on the left are the
 offices of the City Engineer and Works, and facing
 the Green Market stands the edifice containing the
 offices of the Mayor and Police. The City Court House
 stands facing the Market Square on Bedford Row.
 It is a plain building of red brick with no pretensions
 to architectural elegance, but it is commodious and
 has a history of its own. On the site it now occupies
 stood formerly a wooden edifice, the basement of
 which, early chroniclers inform us, was occupied as a
 market, while the second story was in part used as an
 exchange where the merchants and newsmongers of
 the day were wont to congregate, to make bargains,
 to learn of the latest intelligence from Europe, or to
 discuss the floating gossip of the town as occasion
 served. Halifax was then, as now, the point of the
 American continent nearest to Europe, but near as it
 was, it took the fleetest ships of the time—the sloops
 and frigates of the Royal Navy, two, and in one case
 even three months to get across the Atlantic with
 the mails. The battle of Waterloo would have been
 fought and Napoleon on his way to St. Helena, before
 the men of Halifax could be informed of his escape
 from Elba. The old wooden building, probably among
 the first for public uses ever erected in the town, was
 taken down and replaced by this structure, then known
 as the "Exchange Coffee-House," early in the present
 century. In the basement story are the police station
 and lock-up cells for unfortunates, either captured for
 riotous behaviour or arrested on suspicion of crime.

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Here the "drunks," black, white and grey, tattered and often battered, are accommodated with lodging, and frequently also with board, at the public expense, until they can be ushered into the august presence of the Stipendiary Magistrate on the ground floor. "Six dollars or sixty days!"—words easily pronounced and but lightly regarded by the motley crowd, filling each morning the temple—presumably—of justice, but how suggestive are those words to any thoughtful mind! A Hogarth or a Dickens, might find apt employment for pencil or pen in many a morning sitting of the civic tribunal, that from the number of colored berry-picking patrons formerly frequenting it, has long been distinguished by the *soubriquet*—"the huckle-berry court." On the same floor as the Magistrate's court are the offices of police and the Mayor's office, and on the storey above are the offices of the City Treasurer and the Recorder, besides committee rooms and a large chamber in which the City Council holds its meetings. The Council being composed of the Mayor, elected annually by vote of the citizens, and eighteen aldermen, also elected by popular vote, each for a term of three years.

The City was incorporated in 1842. The first Mayor, elected as the Act then required, by the aldermen, from among their own number, was Stephen Binney, a merchant of the City since deceased. The Mayor for 1878, elected by the general vote of the citizens is Matthew H. Richey, who has repeatedly occupied the same honorable position, and more than once unopposed by any other candidate.

Going north from the Market Square, the junction of Lower with Upper Water Street is marked by the wall of the Royal Ordnance yard and buildings. Taking the course of these waterside streets we pass many good warehouses and stores for general merchandise, some having sail lofts in the attic storeys, also provision, grocery and other stores in great variety until Cunard's wharf is observed, where the mail steamers find accommodation. It was at

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the office of the Hon. Samuel Cunard (who while engaged in a general mercantile business also held the agency of the General Mining Association) that the project of an Atlantic Steamship Line had its origin in 1840, and which was soon after so ably carried to its results by the coöperation of Mr. Burns of Glasgow and Mr. MacIver of Liverpool. Messrs. J. B. Morrow and G. Francklyn are successors to the firm of S. Cunard & Co., and they are the present agents for the S.S. line of Sir Hugh Allan & Brother, whose ships have carried the mails of the Dominion to Europe since the contracts with the Cunard and Inman lines terminated in 1871. Here also is the agency for the steamers that convey the mails between Halifax and Bermuda, and to and from St. John's, Nfld.

Continuing the walk along Upper Water Street, a few fine warehouses and marine-store shops in the alleys attract but a passing notice, until H. M. Naval Yard is approached. This Dockyard occupies half a-mile of the water front, including a Commissioner's residence and other houses sufficient for the several employes whose official duties include the landing and shipping of naval stores. The Yard had its foundation laid in 1758, and was enclosed on the line of the present wall in 1770 as indicated by figures over the central gate. In 1815 a celebration took place in this Dockyard on the memorable occasion of rejoicing that followed the battle and signal victory of Waterloo. The old inhabitants who were then boys and girls remember that time of jubilee when a miniature ship was raised above the gateway, and fully illuminated—thus serving as a centre of attraction to the joyful crowds of all classes in the town. The Yard is only opened to the public on special occasions, but visitors are admitted if having business with the resident officials on applying to the janitor. In former times it was frequently made the headquarters for great aquatic contests of rival boatmen ere the famous champion sculler George Brown had become the victor over all comers. It was then the centre for regattas almost annually, and the public

thronged its avenues to enjoy a summer day's pleasure with the best opportunity of witnessing the races. It is now in this respect superseded by the erection of waterside premises higher up the harbour, the property of the R. H. Yacht Club, where the starting point and goal for the boat races is defined by members of the Club. At the extreme north of the Yard is the Naval Hospital, and opposite the west or landward front is the Naval Cemetery and grounds leading up to the Admiralty House. In this vicinity, but north of the Naval Yard, the Orphans' Home, an excellent institution, may be conveniently visited. Passing up Kaye Street to Fort Needham hill, a wide view of the north suburbs and adjacent country will be obtained, thence by Gottingen Street, the Wellington Barracks and Admiralty House, previously observed by the Water front, are approached and seen to advantage by the front on Gottingen Street. The last-named building is reserved for the accommodation of the Admiral of the station while on shore. The Wellington Barracks are built on a commanding site north of the Admiralty grounds on Gottingen Street. The buildings are very commodious, affording the best accommodation to the garrison, being alternately occupied by one of the two regiments on the station, each exchanging, by removal to the citadel barracks at stated periods or seasons. The small number of deaths annually occurring in the ranks of the military strength doing duty here, marks the salubrity of the climate, and gives emphasis to the claim of title long since applied to Chebucto Bay near Halifax, as "Le Baie Sainte." From this quarter there are many buildings worthy of passing notice ere the south end of the street is reached, where it terminates at the Citadel gateway. At its south end on a reserved square and lawn facing Brunswick St., stands the Garrison chapel, a commodious building for the troops belonging to the Church of England, also the Military Hospital erected in 1868 at a cost of £150,000 stg. It is well furnished with every needful appliance and well fitted to meet the demands of sanitary science.

DRIVES ABOUT HALIFAX.

day's pleasuring the harbor, where the drive is defined north of the cemetery and se. In this the Orphans' conveniently at Needham and adjacent on Gen Street, the House, approached in Gottingen served for the occasion while on a command on Gottingen commodious, the garrison, two regiments of the small ranks of the to the claim Bay near quarter there ere the terminates at a reserved the Gar- the troops the Military 150,000 stg compliance and science.

Taking a cab at his hotel, the tourist may proceed to the Point Pleasant road and enjoy a waterside drive of a mile or two, combining with it a drive along the roads and avenues of the Park woods to the several objective points of the peninsula. When half-way to the Park grounds the notable Steel's pond is passed, which has been the scene of many tragic events, the last having occurred in January, 1878, when by the breaking of the ice under a pleasure sleigh when crossing, the two young women, occupants with the driver, were drowned. A little further on is a cold-water spring known as "the holy well," the resort of thirsty pedestrians in the summer season, and near by on the seaside the locality is pointed out where one Edward Jordan suffered the penalty of the law on Feb. 1st, 1810, for an act of piracy, and was afterwards buried at the foot of the gallows-tree, where he had been hung in chains for a prolonged period. Keeping the open beach at the left hand the several great forts are reached and may be inspected. Here a good view of the Lighthouse and of the island east of Point Pleasant may be obtained. On this (Macnab's) island in 1866 the crew and passengers of the S.S. *England* found a temporary hospital while quarantined in consequence of the cholera, then prevalent on board. Dr. John Slayter, with Drs. Gossip and Garvie volunteered their assistance with a small staff of nurses. Several of the patients recovered, but Dr. Slayter fell a victim to the disease. After a survey of the harbor approaches, and many points of beauty, by a turn to the right hand the road to the North-West Arm may be followed to the "chain battery" point. Here the highway turns abruptly to the east by the Prince's Tower. At this spot may be traced the remarkable seams in bed-rock, referred by geologists to the glacial period, when ice-embedded boulders passed over to the waters beyond. Now taking the road north by the penitentiary, also worth a visit, past the Public Gardens

by the Common and Cemetery to the Quinpool road on the left, the head of the Arm is soon reached. Thence the north course will lead by Dutch Village to Bedford Basin, by which a long waterside drive may be taken, or by the Kempt or Campbell road a drive of three miles will lead back to the City. If the left hand road be taken from the Arm head southward, it will lead to Melville island by a quiet sylvan track, where, at the bridge connecting with the mainland, admission to the island prison may be obtained. This commodious building was formerly used for prisoners captured in the French and American wars. Many of the French commissioned officers were allowed the freedom of parole, and lived at Preston, six miles distant, until peace was concluded. The rank and file found profitable recreation on the island in fashioning toys and curious trifles of many kinds from the beef bones rescued as relics of their rations. These they sold to their numerous visitors, and so provided themselves with tobacco and other "luxuries" not included in their bill of fare. Military deserters or convicts are now occasionally kept in confinement here. Visitors may cross the bridge under certain restrictions and make acquaintance with the little island (in charge of Mr. Draper) so invitingly isolated amid the waters of the beautiful Arm.

FLORA.—The wooded hills that here slope, by gradual ascent, upward from the roadside afford pleasant and profitable visiting grounds to the tourist, who, botanically inclined, might wish to take with him a reminiscence of Nova Scotian *flora*. No other place in the vicinity of Halifax affords such variety of native species. Here we have as it were a botanical gamut ranging from the stately BEECH to the delicate oak fern—mosses and lichens of beautiful form and tint, that clothe the rugged granite boulders with vestments of green and gold; the purple oxalis nestling in shady hollows, the lily-leaved clintonia like the dream of a southern clime, heathwort redolent of soft odours, primulas and coptis peering with timid

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eyes out of every mossy bank; the wild cherry and homely-named hobble bush wreathed in snowy bloom, making pleasant contrast with the scarlet hues of the red maple, and the delicate sea-green pendules of its striped congener which the aborigines, "good observers as they are," owing to the penchant of our great elk for its tender and succulent bark, called moose-wood. Here, too, the hardy BIRCH, type of Arctic forest trees, spreads its swaying branches and waves its tremulous catkins as in welcome and benediction to those who may seek rest within its shadow, while soothing susurras from the neighboring pines come to the ear like the softened chant of a psalm of peace and their giving murmuring through the aisles of a mediæval cathedral.

THE PEOPLE'S GARDENS,

At first limited to a narrow square, now include the several lots leased in 1848 by the late Alex. Fraser on behalf of the "Horticultural Society," a small company of enterprising citizens who cultivated the area bordering on Spring Garden Road, under lease from the city fathers for many years. In 1875 the company transferred the grounds and title to the Commissioners of the Common, thus uniting the two areas devoted to garden purposes, since then under the control and management of said Commissioners. This cultivated spot lies east of Camp Hill Cemetery in the form of a square, bounded north by Sackville St., east by Park St., and south by Spring Garden Road. In 1874 the stream from Egg pond was conveyed to and through the grounds, and to the site of Griffin's pond, at which spot an artificial lake was formed, protected by walled stone embankments for the use of water-fowl—swans, wild geese and ducks in variety, for whose benefit a small circular island with house for shelter is built up at the centre. This ample garden area is protected from the north winds, being under the lee of the Citadel Hill, and is easy of

access from any quarter of the City. The Garden by its manifold attractions in summer, like a thing of beauty is "a joy forever" to the citizens of all classes, who make it their resort with evident advantage on the score of health and pleasure. Military music is given at stated intervals during the warm season, at the hall of the Commissioners near the croquet ground—an attractive feature of the *parterre* that draws to it willing crowds of the "beauty and fashion" of the City, who, with the tourist of a day are wont to listen and admire while inhaling the delicious breezes that float over lawn and flower-bed. The fountains for the thirsty drinker, and others for ornamental purposes are supplied from adjacent lakes, whence the City water-works draw it through five miles of pipes, for protection against fire and for other indispensable civic uses. The principal square and flower quarter has its fountain and flag-staff, where Nova Scotia's loyal banner is thrown to the breeze on holidays and all occasions when the juveniles muster in their strength to slake the thirst that pleasure or pastime does not satiate. A visitor, possibly inspired by the atmosphere of the Gardens, has penned the following lines as a tribute to Halifax, for which space admits only the quotation of three of the seven verses in the original:

"Arise Acadian City!—fair City by the sea—
The towns of mighty empires full well might envy thee;
By God-raised forts protected, by British cannon crowned,
Thy name may yet be famous, to earth's remotest bound.

Arise Acadian City! Across the trackless seas
Pass on the wealth of commerce to other lands than these.
Earth's sovereign Lord and Ruler hath placed no bonds on thee;
Shake off thine own-made fetters, fair City by the sea.

Arise Acadian City! In honest noble pride
The ocean proudly claims thee as bridegroom claims the bride.
Behold what wealth of waters lies rolling at thy feet!
To add to all thy treasures, and make thy power complete."



FORT MASSEY CHURCH is remarkable for its architectural merits, and is the admiration of all who examine its interior structure. It is cruciform in plan, and is designed with nave and side aisles. The transept is open, and the apse containing the pulpit is groined and has three traceried windows. Nearly all the several windows in the Church differ one from the other

design, there being upwards of twenty-five varieties of tracery. The roof is open-timbered, with ornamental hammer beams resting on pillars with carved caps. Vermilion has been freely used to brighten the interior. The lighting is provided in an effective manner by a continuous row of burners circling the Church under the clerestory window. The piping is supported by brackets symbolical in design. There are fine carvings of birds on nest, and the act of flying and singing, on the stone bosses of the windows in front which are worth inspection. The Presbyterian Church is to be congratulated in possessing a building which is a credit to the City. It was erected in 1871. The first pastor was the Rev. J. K. Smith, M. A., who removed to Galt, Ont., Dec. 1874, after a pastorate of two years. The present pastor—the Rev. R. F. Burns, D. D., formerly of Montreal—was settled in March, 1875. This congregation has no seat rents, being supported by free will offerings put into the plate at the Church door on Sabbath. Nearly *Five Thousand* Dollars were con-

tributed in this way during the past year. Its giving for Church purposes since its formation have averaged \$110 a year for each family, (8% families). Strangers visiting the city are always made most welcome.



ST. PAUL'S.—“This CHURCH was Built at the Expense of the Government in the Year of Our Lord 1750.” So runs the inscription on a wooden tablet over the south-eastern door of this now venerable edifice. On the 21st June, 1749, the Honorable Edward Cornwallis accompanied by over two thousand intending settlers, reached Chebucto (now Halifax) harbour. By the 14th September a survey of selected ground was made, and the plan of

a town completed. In this plan one square was reserved for the erection of a church, and orders were immediately despatched to Boston for a frame and such other building materials as were necessary to its erection. These in due time arrived, the frame being constructed of oak and white pine, which remains sound to this day. The design was sent by the Imperial Government, being that on which St. Peter's, Vere Street, London, was built. The copy was exact, even to the size of the panes of glass. Any visitor to the metropolis of Great Britain may see St. Paul's precisely as it was previous to the year 1812. On September 2nd, 1750 the Church was opened for divine service, and on that day the Rev. William Tutty officiated in it for the first time. In 1752 this clergyman dying when on a visit to England, Rev. J. Breynton was appointed a missionary in his place and discharged his duties with zeal and success for a period of forty years. Events of the deepest interest

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ccurred during his long incumbency—events with which he and St. Paul's Church were identified. The legislature was in the habit of meeting for divine service in the church; the Indians assembled in it to conclude a treaty of peace; the whole people gathered it on the frequent occasions when the funeral obsequies of distinguished men, civil, naval and military were performed. It is thus replete with the early history of Halifax. About the year 1765 a fund was raised for the purchase of an organ, and a tradition exists that a Spanish ship, on her way to South America, being brought into harbour as a prize, a suitable instrument was found on board, and when the sale of her cargo took place the organ was bought by the church wardens. This instrument long since became useless; a new one was substituted A.D. 1825, which within the old case now stands in Trinity Church. In 1768 a severe storm swept over the city and demolished three of the windows. In 1798 the cupola and eastern side of the building were seriously damaged, and repaired at a very considerable expense. In 1812 the church was enlarged by an addition to the north end, and the erection of a new steeple, in which was placed a chime of three bells, at the order and expense of Mr. Andrew Belcher, the son of Governor Belcher, and the father of the distinguished Admiral the late Sir Edward Belcher. In 1787 the Rt. Rev. Chas. Inglis, the first bishop appointed to a colonial see, arrived in Halifax and used St. Paul's as his cathedral. In 1791 Rev. Robert Stanser succeeded Dr. Breynton and held the rectorship until 1816, when he was elevated to the bishopric and his place taken by Rev. John Inglis, who also was appointed bishop upon Dr. Stanser's resignation, which took place in 1825. In the month of September of this year, Rev. Robert Willis was inducted into the parish, retaining his office until 1865, in the spring of which year he died and was succeeded by the present incumbent, Rev. George W. Hill, D.C.L., who had for some years been his curate.

Within the last twenty years several alterations have been made in the building. In 1861 the large old-fashioned pews were remodelled, two being converted into three, and the doors taken away. In 1868 the demand for sittings became so pressing that the wings were added which furnished over 300 additional sittings. In 1872 the chancel was built at the sole expense of the late Mr. Edward Binney. In 1873 a new organ was erected, having been built to order in London. St. Paul's is more rich in mural tablets than any church in the Dominion, than even the cathedral of historic Quebec. There are forty-three marble monuments, eight escutcheons, two beech and one pine-wood tablets. Many of these are of great interest—Sir John Wentworth,—the two Bishops Inglis, father and son,—the soldier, Lord Montagu,—the sailor, Captain Evans,—the Chief Justices Blowers and Halliburton,—the skilful and beloved physician W.B. Almon,—the pious and eloquent minister, William Cogswell, and his no less honored sister,—together with many others, are brought to memory by these sculptured stones. Beneath the church are a number of vaults, in which are interred several distinguished persons,—one of them, the Baron de Sielz, was buried in full uniform and with weapons beside him in accordance with an old feudal custom when the honors and titles of a noble house became extinct by the death of the last of the line. St. Paul's is the oldest building of any importance in Halifax. It is 150 feet in length, 90 feet in breadth, and will accommodate comfortably about two thousand people. The church is open daily from 9 a. m to 6 p. m.

GRAFTON STREET METHODIST CHURCH.

The Wesleyan Methodists have several churches in Halifax, the two largest and finest being situated, one in North Brunswick St. and the other at south end of Grafton St. The Church and School-house connected with it on the latter street are handsome and convenient buildings, constructed in modern ecclesiastical

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style of red brick faced with granite, and occupying a commanding position on the upper side of the street. The site of the premises on Grafton Street was formerly a cemetery belonging to the Methodist body, and a church was built upon it about twenty-five years ago. This church unfortunately was destroyed by fire not many years afterwards (1869), but it was immediately replaced by the fine structure here described. The Methodist Church in Brunswick Street, which is about one hundred feet in length by fifty in breadth, can easily accommodate a congregation of twelve hundred sitters, and the Church on Grafton Street nearly, if not quite as many. The other Methodist Churches in the City comprise, one on Kaye Street, another on Charles Street, a third on Coburg Street, and the Mission House, a fine brick structure on South Brunswick Street, to which, the notices of meeting intimate, Strangers are cordially invited.

ST. MARY'S CATHEDRAL.

Among the public buildings of the City, St. Mary's, the Roman Catholic Cathedral, occupies a conspicuous place. It is, perhaps, the edifice which, of all others, first attracts the notice of the tourist who approaches Halifax by the harbor. This fine specimen of thirteenth century Gothic, fronts one of the chief promenades, Spring Garden Road, near its junction with the much-frequented, and rightly-named Pleasant Street. The most striking feature of the exterior of St. Mary's is, its decidedly fine and costly facade of cut granite—the product of native quarries in the vicinity. The interior, taking its *tout ensemble*, is not unworthy of its exterior. Its apsidal chancel—its groined ceiling—chaste pillars—spacious nave—admirably-stained glass windows—fine organ, &c., make the interior well worth a visit, not only for the piously inclined, but for visitors whose æsthetic faculty enables them to enjoy the beautiful in art. In addition to the Cathedral there are two capacious Churches belonging to the R. C. body, viz., St. Patrick's, on Brunswick Street, and St. Joseph's, on Gottingen Street—the

first built of wood, and the latter of brick and stone. These, however, when compared with the Cathedral have few pretensions to architectural claims. The benevolent institutions and charities in connection, comprise the following :—

St. Mary's College, which is incorporated and enjoys an allowance from the Provincial treasury. It has the power of conferring degrees. Its President is the Rev. R. Kearns. It has two professors and sixty students.

The Convent and Academy of Sacred Heart—located opposite the beautiful public grounds and near the Gardens. It was established as a boarding and day school in 1849, and founded from the parent institution at Manhattanville, N. Y. Superioress, Mother E. Mahoney. Number in community, 31. Boarders and scholars, 110. The building has recently been raised and added to, and all modern improvements introduced for the comfort and health of the pupils.

A parochial school, attended by over two hundred children.

St. Mary's Convent of the Sisters of Charity, near the Cathedral.

St. Patrick's Convent of Sisters of Charity, in charge of two Sisters.

St. Joseph's Orphan Asylum. There are 60 orphans under the care of the Sisters.

The total number of Sisters in the diocese is 63.

The Societies of St. Vincent de Paul with three large conferences of the living Rosary (catechistical). The Apostleship of Prayer. Propagation of the Faith.

Two young men's clubs for improvement and recreation are established in connection with the churches. St. Vincent's Hall is owned by St. Patrick's Y. M. Club.

The Children of Mary. The St. Anne and the Consolers of Mary Societies have been established for years, and meet weekly at the Sacred Heart Convent.

On certain open days visitors are admitted and shown through these Institutions.

CITY STREETS AND WALKS.

After viewing the fortifications of the Citadel the tourist, if with field-glass in hand, should follow with the eye the approaches to the Point Pleasant Park in the distance over land and water-side where the waves come rolling in from the Atlantic, to kiss the feet of the pleasant shore stooping low to meet them. Following the wood-side to Tower Road, the view takes in the gardens and green fields to the west, embracing a wide expanse, where picturesque suburban residences are scattered over many a chosen spot on the shores of this pleasant peninsula. After enjoying the telescopic view of the suburbs, the eye may take in the aspect of streets and squares immediately below and in front of the beholder from South Brunswick Street to the harbour, which embrace the locality of the Provincial and City Buildings, Police Station, many of the Banks and brokers' offices, with the Parade, Markets, &c., extending along the harbour from H. M. Ordnance yard to the enclosures of Queen's wharf and fuel yard. Then following the course of South Brunswick Street walking north, from the R. E. barrack gates, at the corner fronting on the Citadel glacis is the new High School. At the next corner is the public DISPENSARY. This CHARITY began about the year 1832 under the auspices of Dr. John Sterling, senr., and Dr. William Gregor. It had small beginnings, only occupying at first the ground floor of a small house on Granville Street, in rear of the lot now occupied by the Club building which fronts on Hollis Street. The promoters were assisted in their philanthropic work by their several pupils of that day, who numbered among them Dr. George Snyder, afterwards of Shelburne, and Drs. Thomas and John Stirling, junr. The gratuitous advice and attendance of these gentlemen on the sick poor had for many years only the reward of grateful blessings of the patients, whose sufferings ever met a willing hand with a gentle word to help them. On

the death or removal of these, the charity was in some measure kept up by other practitioners and their medical students, but without any recorded organization till the year 1857, when a score or two of subscribers agreed to contribute annually towards its support, a committee of management being chosen from those who contributed \$4 each to the funds, and the Rev. J. C. Cochrane presided at their meetings. The late Dr. F. Morris then assumed the charge, and the Institution was opened at his house in Argyle St. where he continued to give his careful and laborious attention to the duties up to the year of his death, which occurred in 1868. The committee of management held their monthly meetings at the Dispensary rooms, and published a report of operations annually. An effort was thereafter made to provide suitable premises, which resulted in the erection of the present Dispensary and morgue on South Brunswick Street, by funds derived from various bequests and a grant from the civic treasury. The management is in the hands of a President (Rev. J. C. Cochrane, D.D.), two Vice-Presidents, six Directors, a Secretary and Treasurer. The annual report gives the work of the Institution for 1877 as,—849 cases treated; 1921 consultations; 444 surgical cases; visits by the several physicians, 4980; and prescriptions dispensed by the apothecary, 11,046; with 670 for the other charities of the City, and 50 for the poor of Dartmouth.

The Temperance REFORM CLUB building, recently fitted up for that association, stands at the opposite corner on Prince Street facing South Brunswick Street. It was originally the Waterloo tavern, but the progress of temperance principles has brought it to its present condition. It contains a hall for public meetings of 58 feet length by 38 feet width, with a height of 20 feet; is well ventilated and lighted, with large seating capacity and easy modes of exit in the event of fire alarm. The ordinary club-room is on the basement with entrance from Prince Street. On

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 and space for fuel. The attic contains the committee
 rooms and the janitor's quarters. The meetings of
 the Club, to which the public are admitted, are held
 every Tuesday and Saturday evening. The efforts
 of the Club members for the cause in which they are
 engaged merit the encouragement and support of all
 philanthropists, although not immediately connected
 with the organization. At the next corner is the
 Central Fire Alarm and Engine House, head quarters
 of that indispensable organization, the Fire Brigade.
 Hard by is Taylor's shoe factory, alike useful and orna-
 mental. Next comes the commodious Mission-house,
 erected by the late Edward Jost for the benefit of the
 poor in that vicinity. Passing on by the Garrison
 Library, Pavilion Barracks, &c., we come to the
 Church of the Redeemer on the one hand, St. Patrick's
 R. C. Church and School on the other. Next at the
 corner of Cornwallis Street stands

ST. GEORGE'S CHURCH.

The parish Church of St. George, commonly known
 as the Round Church, to which the small church of
 1761 contributed to form a congregation, was erected
 in the year 1800 on the west side of Brunswick St.,
 one of the finest streets of the City, where it is crossed
 by Cornwallis Street. The materials of construction
 are wood. There is a tradition accounting for its
 shape, viz., that the Duke of Kent, father of our gra-
 cious Queen, then at Halifax, had a fancy for round
 buildings. His music-hall west of Bedford Basin, a
 relic, still left of the olden time, is round, and the
 Garrison Library, built under his auspices, was of
 horse-shoe form. He may have had in mind the
 form of one of three round churches in England,
 one of which is at Langham Place in London. Ano-
 ther tradition suggests that, as the Devil lurks in
 corners, the old Germans, who largely assisted to
 build the church, resolved to give the "old boy" no
 hiding place, made their sanctuary round—having no

corners. The shape of the building, at first sight so unusual and striking, is said to have drawn from a sailor to his comrade in passing it the quaint exclamation,—“See Jack! here’s a church built by a cooper—round as a barrel!” Notwithstanding this peculiarity, however, the church is very commodious, and presents a neat appearance.

The foundation stone was laid by Governor Wentworth, April 10th, 1800, during the incumbency of Rev. G. Wright, who held the living until 1817. The cost of erection was defrayed by collections in the congregation, assisted by a gift of £200 sterling from George III. On the death of Mr. Wright the Rev. B. Gerrish Gray was appointed rector, and held the living for eight years, when he removed to St. John, N. B., 1825, and was succeeded by Rev. R. F. Uniacke, who continued in office until his death, June, 1870. During his incumbency the church was consecrated by Bishop Inglis, Dec. 23, 1827. On the death of his uncle, the present rector, Rev. J. B. Uniacke was chosen to fill the vacancy. In 1827 the chancel was added to the church, which is surrounded by elm trees and a grass lawn, with the rectory and garden in its immediate vicinity. Of the church interior it has been said in view of the last Christmas ornamentation,—“This church on account of its shape possesses superior advantages for decorative purposes. Around the base of the gallery, letters in spruce, with capitals in green and gold furnish Scripture texts. Between the pillars in the gallery are hung festoons of spruce, while the pillars that support the gallery, are wreathed spirally with the like material, the fresh green contrasting prettily with the ground of white. The pulpit is festooned with hemlock, the centre panel being trimmed with holly (from the fatherland). The white marble font is decorated by autumn leaves, and the basin, filled with moss, is crowned with a superb bouquet of flowers. Along the front of the organ-gallery, in letters of green and gold is the word ‘Halelujah!’ and beneath

this a festoon of spruce is looped from side to side of the chancel." This quotation may convey an idea of the interior architecture of the church, and at the same time afford evidence that for the evergreen materials of decoration, it is only necessary to draw upon the wild garden of Nature close at hand, where they are found in abounding variety.

Taking Pleasant Street from the south a goodly number of newly-built dwelling houses appear in uninterrupted succession on the right. At the left hand near the corner of Tobin Street stands

ST. ANDREW'S CHURCH.

This is a handsome structure of peculiar architectural character—the light tracery of the early English style, combined with the heavier Gothic imparting a most pleasing effect. The exterior is striking—the tapering spire, 150 feet high, being a prominent object on entering the harbour. The belfry contains, it is believed, the heaviest and most sonorous church-bell in the City. The interior, designed by the well-known Busche (almost a copy of the lower Kirche, Antwerp), is chaste and elegant. The stained windows, lofty oak-pannel'd roof, handsome choir screen, and gallery with decorated wheel-window, and the richly-carved walnut pulpit, said to be the finest piece of carved church-work in the Lower Provinces, altogether produce a charming picture, and make the church well worth the inspection of visitors. It may be worthy of remark that St. Andrew's is out of debt, its congregation having entered it in 1870, entirely free from that objectionable appendage. The present congregation are the successors of the old Relief Church of 1818, originally members of Mather's Presbyterian church, who separated in that year and built the first St. Andrew's church, inseparably connected with the memory of the Rev. John Martin, who in his day was one of the most widely known Presbyterian clergymen on this continent, and for forty years filled its pulpit. He was succeeded by

Rev. G. Boyd, now of Edinburgh; by Rev. C. M. Grant, now of Dundee; by Rev. J. Campbell, now of Glasgow, all men of mark; and recently by Rev. T. Duncan. This talented and genial pastor was called to the charge of the congregation in 1876, and resides at the manse east of the church. The janitor may be found daily in the basement of the Church, and will be happy to show visitors over the building at any time between the hours of 10 A.M. and 6 P.M.

The Waverly House is the next notable building on this street, and from its merits as a quiet resting-place for the traveller, may be favorably noticed. Near the junction of Pleasant with Barrington Street on the east, stands the residence of the Lieut. Governor, elsewhere noticed, and west stands the monument erected to the memory of the Crimean heroes, in the decorated grounds of the first Halifax Cemetery. Overlooking these grounds is—

ST. MATTHEW'S CHURCH,

—Originally Mather's Church.—It is ranked among the finest ecclesiastical buildings of the City. It is situated on Pleasant Street., having Government House on the south, with the Academy of Music and Bishop's residence on the north and east. It is faced on the west by the old Pleasant Street Cemetery, now disused. This elegant structure stands in a lot which was formerly a part of the garden of the late Attorney-General Uniacke. It is the principal church belonging to the Presbyterian body in Halifax. It is surrounded on three sides by a substantial stone wall with iron railing and double gateway in front. The front of the structure is of freestone with sides of brick, covered by mastic in imitation of stone. The building possesses considerable architectural beauty, is about ninety feet in length by sixty feet in breadth, and can accommodate nearly a thousand sitters. The main entrance is surmounted by a massive square turret with elegant pinnacles, from the centre of which springs a spiré,

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rising upwards of one hundred feet from the base of the church. The windows are semi-Gothic in style, in excellent keeping with the rest of the building. The pews in the area of the church are richly cushioned. The pulpit, which is of the old Scotch, rather than the modern American, pattern, is a work of art reflecting credit on the taste of the artist. Immediately behind the pulpit, on the eastern end, there is a rose window of beautiful design and finish, admitting a "dim religious light." The total cost of this fine building with the grounds, was about \$11,250. The present church was erected in the year 1859, and is the successor of the old, historical St. Matthew's (so commonly called), which with several other buildings perished by fire on the 1st of January, 1857. This latter structure stood upon a lot granted in 1749 by Lord Cornwallis, which is now occupied by the extensive warehouses of Messrs. Doull & Miller, corner of Hollis and Prince Streets. St. Matthew's, therefore, in age is coeval with the City itself. It was at first a Congregational body, but very soon connected itself with that section of Presbyterians belonging to the Church of Scotland, and with which it remained associated till the late union. Founded about 1750, St. Matthew's has had during that long period only eight clergymen. The Rev. Thomas Russell, the father of a well-known Halifax merchant, G. N. Russell, who died some 25 years ago, was the first Church of Scotland minister of St. Matthew's. He resigned in 1786, and was succeeded by Dr. Andrew Brown, who afterwards became a professor in Edinburgh University. Next came Rev. Dr. Gray, who died in 1826. The Rev. R. Knox was appointed Dr. Gray's successor, but was in 1823 called to Scotland, and there killed by a fall from his horse. The Rev. E. Rennie succeeded Knox, but was not confirmed in the appointment. Then came the Rev. John Scott, who occupied the pulpit for the long period of 36 years. He was succeeded in 1863 by the Rev. G. M. Grant, now Principal of Queen's

College, Kingston, Ont. His successor is the Rev. R. Laing. The congregation is a large, liberal and benevolent one, its contributions having for some years past averaged ten thousand dollars per annum.

A little further north stands the Music Hall at the east side, the Glebe House with St. Mary's schools occupying the west side of the street. We next pass on east side the first Masonic Hall, built 86 years since, and now in temporary occupation as a high school. Then the U. P. C. Hall and St. Paul's Church, north of which, on the west of Barrington Street, is the Grand Parade, the original drill ground of the City, with Dalhousie College occupying the north side of the square. Next comes Chalmers Church, which formerly looked down upon scores of dwellings, since converted into shops, auction rooms and offices. An extension of this street connects with Lockman, leading to North St. Depot, a centre of trade and travel elsewhere described.

Hollis Street was one of the great thoroughfares in the original survey of the City, and ran its length from south to north. Commencing near the Engineer's lumber yard at its junction with South Street many new dwellings and some quaint and old houses are passed before arriving at the Government House on its eastern front.

THE GOVERNMENT HOUSE

Was first erected on the site now occupied by the Province Building or Parliament House. It was a primitive structure, built in 1749 of materials brought from Boston. The rooms were occupied by the Governor early in October, and the first meeting of his Council was held there on the 14th of that month. The oblong table at which they were wont to assemble has been preserved, and now stands (1878) in the ante-room of the Council Chamber in the Province Building. The Council consisting of six persons, was organized for civil government on July 14th, 1749, on board the transport ship *Beaufort*. Their first house

of meeting had for defence against all enemies, two or three pieces of ordnance mounted on bhd. of gravel for the sake of solidity and convenience in their discharge, but no report of their efficiency has been handed down. On the removal of this "cottage" a new residence for the Governor was erected in the year 1758 by Governor Lawrence, to which Lord W Campbell added a ball-room; and other additions were made by subsequent Governors, but all these were finally removed in 1811 to make room for a freestone building. The site of the present Government House (1878) was occupied originally by a large wooden building as a dwelling for field officers and military purposes during the time of the American "revolution." In the year 1811 the structure referred to was removed to the head of Inglis Street, and there afterwards occupied as a residence by the late Col. Bazalgett, who in 1852 administered the Government of Nova Scotia. On the vacated spot the cornerstone of the existing gubernatorial residence was laid, Sept. 11th, 1800. The house as then built stands three storeys high on the central east and west fronts, with wings, north and south, of two storeys, which extend many feet on either side beyond the west central front. The wing rooms have long been used as reception, levee, dining, and ball rooms, and here the loyal Governors of the Province have been pleased to call around them the *elite* of the Provincial society of fair women and brave men, whose galaxy of beauty and gallantry contributed to make Halifax a centre of attraction for the naval and military services.

It may be stated here that were it becoming that so small a publication as a Guide-Book should seek a patron under whose auspices it might announce its dedication to the public, there is none to whom its publisher would more gladly turn than to His Honor the Lieut.-Governor of Nova Scotia, for the time, Adams G. Archibald, whose able and genial administration of the gubernatorial functions has approved itself to the people of the City and Province of all

creeds and classes, and to whom the Historical Society of Nova Scotia is indebted for an inaugural address delivered on the anniversary of the natal day of Halifax, June 21st, 1878.

Further north is the dwelling of His Lordship the Bishop of Nova Scotia, and in the succeeding block are the Halifax and International Hotels, with several less public boarding-houses. Then follow the brokers' offices, Club building and principal shops, and on the west side is seen the

PROVINCIAL PARLIAMENT BUILDING.

Representative Government was first established in Nova Scotia (then including the present Province of New Brunswick) in 1758; but the representatives, then consisting of 19 members, were without a suitable home up to the year 1811. It was then resolved to erect the present building, the corner-stone of which was laid on the 12th day of August of that year, and in the summer of 1819 the work was completed. The length of the building is 140 feet, width 70 feet, and height of east front 42 feet. The entire cost was £52,360 7s. old Halifax currency, or about \$209,400. Up to 1830 this was said to be the finest building in North America, but it has since been outstripped by the splendid architecture of other cities both in the Dominion and the United States. Over the Hollis St. entrance is a convenient library, well stocked with works on law, history and science. On the walls of the elective chamber are life-size portraits of political leaders of the past decade, viz.: Hon. J. W. Johnston and Hon. Joseph Howe, long time rivals, but finally united by harmony of views on the broad policy of confederation. In the Council Chamber are full-length portraits of several kings and queens of Great Britain, those in position near the *dais* being much admired for the possession of unusual merit. Here may also be seen portrayed the principal judicial celebrities of the Province who have passed away, with Nova Scotia's military heroes, Inglis of Lucknow and Williams of Kars!

In 1826 this building was made the scene of gay festivities, the occasion being a ball in honour of the then Lieut.-Governor, Sir James Kempt. Similar entertainments have been occasionally given from time to time, notably one to the Prince de Joinville, who visited Halifax in the *Belle Poule* frigate, Sept. 14th, 1841, and more recently to H. R. H. the Prince of Wales, who in July, 1860, landed at H. M. Dockyard, and proceeded to the residence of the Lieut.-Governor beneath a succession of splendidly decorated arches and banners of welcome, and amid cheers and joyful greetings of assembled thousands. A ball on the 31st, that taxed the resources of nature and art, and surpassed all previous local experience, was a splendid conclusion to the reception given to the son of our Queen by her loyal and loving subjects in this part of the Dominion.

Nearly opposite this first Provincial Building stands

THE NEW PROVINCE BUILDING,

as it is familiarly designated, is doubtless the finest public building in the Lower Provinces. It is the property of the Dominion Government, and principally occupied as a Custom House and Post Office. It stands in a convenient and commanding position near the harbour, and has a frontage on four streets, viz., Duke, Hollis, Cheapside and Bedford Row. The building is 120 feet in length and 55 feet in width, with a projecting portico on the South front of 30 by 5 feet. It is four stories high with pitch roof, and a cupola rising out of the centre of the roof to a height of about 100 feet. Except the basement, which is of fine cut granite, the building is of freestone. The style of architecture is Italian renaissance, and with its elaborate carving is probably the most profusely decorated building in the City. The south pediment is surmounted by a statue of BRITANNIA, 12 feet in height. The western half of the building on the three first storeys is occupied by the Post Office department, and the eastern half by the Customs, the Inland

Revenue and Finance Offices. On the upper storey the office of the Marine and Fisheries, and some other offices connected with the Customs. A large room on the south front of this storey is occupied as a museum.

THE PROVINCIAL MUSEUM

is an institution which belongs to, and is kept up by, the Local Government of the Province. It is well worthy of a visit. The collections in it are extensive and well arranged, being classified under the heads: Mineralogy (Scientific and Economic); Geology; Zoology; Botany; Ethnology, and Miscellaneous. The enquirer after any department of the mineral resources of the Province, will obtain information which he cannot, otherwise, readily secure. The naturalist will see choice collections in the various branches of Natural History specially Provincial. The ethnologist will find much that is interesting in the department of Ethnology; and visitors generally cannot fail to become wiser by spending half an hour in this part of the building. The Museum is open daily from 10 to 1 o'clock, and from 2 to 4; on Saturdays from 10 to 1 only.

Further north on Hollis Street are the banking houses of the Merchants', the Nova Scotia, and British North America Banking Companies, the first named built within the past year (1877) upon the site of one of the Halifax hotels of a century ago, is of freestone, with supports and pillars of polished granite of Nova Scotia product and workmanship. Then follow some well-filled shops and warehouses, among the latter being the Jerusalem warehouse, of famous importance in its early days ere the old structure gave place to the new. At the Ordnance gate a glance may be taken at the varied contents of the square, the more striking among them being the cannon balls and shells with their companion implements of warfare, the whole being overlooked by a guard-house with a sentry on duty. On a line parallel with the ordnance stores are located the houses and wharf

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long known as Marchingtons, at the head of which stood the British coffee-house, where Prince William Henry attended a ball given in his honour in the year 1786. On the ground here occupied by the Granite stores, now Acadia corner, on Bell's Lane once stood a mansion of the Boston model, long devoted to fashionable parties, when princely festivities were the correct thing, and indeed were the rage during the early years of this nineteenth century.

Turning here into Granville Street which runs parallel with Hollis Street, and going southward from number one, we pass the celebrated shops of various merchandise, admittedly the finest of their kind in the City. The evening aspect of these marts of business when in the full blaze of gaslight splendour will, however, better repay the inspection of the visitor. Passing the Provincial Building by the west front, we observe the Y. M. C. A. building of six stories, reaching 105 feet from the street level to the top. It is built of brick with granite facings, in the free Gothic style. Further south is the Granville Street Baptist Church, and at the corner where Granville touches Salter Street, stands

THE MASONIC TEMPLE.

This is an imposing edifice, creditable to the Craft, well located for central position, though somewhat obscured by its site in rear of the old Masonic Hall. Its lofty dome forms a striking feature in the perspective, looking from north Granville Street, where the eye is first caught by the circular turret of the Y. M. C. A. Hall, and then passes to the dome of this structure. A polished granite foundation stone at the north-east angle of the building gives the particulars of its erection. The style of the Hall is Italian, with Mansard roof. The angle contains a lofty dome, on which again rests a cupola, from whose apex rises a gilded vane having a great EYE looking to the east. The material used is brick covered with mastic, and the cost of erection was a little in excess of \$30,000.

The Hall on the ground floor affords a ball or lecture room equal to any in the City, and which is conveniently reached from every quarter.

Here, turning east into Hollis Street, the pedestrian will find himself near the door of his hotel, doubtless with an appetite sharpened by the pure air of morning.

THE DUTCH CHURCH ON GOTTINGEN STREET.

The smallest of existing churches is perhaps the plain square building, commonly known as the Dutch Church, erected in the year 1755 by funds arising in part from private subscription, and supplemented by a grant of about £47 by the Executive Council of Government. It was first used as a school house. In 1760 a steeple was added surmounted by a weather-cock, from which circumstance arose the term "chicken-cock church," jocularly applied to it. In 1761, the date it bears, the house was consecrated as a church by the Rev. Dr. Braynton, rector of St. Paul's, and the name St. George's given, but this name was subsequently taken for the parish church erected in 1811, which is also known as the Round Church in the parish of St. George. The small church was intended for the use of the Lutheran congregation that came to Halifax in 1751-2, at the suggestion of King George II. The majority of the German settlers, however, after three or four years delay, had embarked for Merliguesh harbor, and there founded the now thriving town of Lunenburg. Those who remained occupied lots in the northern section of Halifax, the streets of which bear the names of Gottingen and Brunswick, and the settlement was commonly known as Dutch-town. The grounds beside the church were used as a cemetery, and headstones yet remain of dates anterior to that of the church, bearing the names of early German settlers. Near by was a block-house for defence, the site of which tradition assigns to ground designed for a parsonage. Bernard Honzeal, one of the Loyalists of New York,

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was the officiating missionary, who died in the year 1800. Finally, after the death of two successors the congregation merged into that of St. George's, and the old church reverted to its original character, and is now used for school purposes, being still kept in good repair at the age of one hundred and twenty odd years. The quaint old building enables the weatherwise, as of old, to divine the changes by the movements of the weather-cock perched on its steeple, although the barometer and storm drum are more influential in moulding the modern weather guage.

CHURCHES.—The several churches not elsewhere named are as follows:—The Bishop's chapel on Robie Street, a notice of which, by the press, intimates that all the seats are free. Trinity free Church, Jacob St., with an inscription on the front, "This Church is for the Poor and the Stranger forever." St. Mark's Episcopal Church, Russell St. Chalmers Presbyterian Church, Barrington St. Poplar Grove Church, Starr St. St. John's Church, Brunswick St., to all of which visitors will no doubt find a welcome. Also North Baptist Church on Gottingen St. announces "seats free, all are cordially invited." Baptist Church, Granville St., "all are invited to attend." The Tabernacle; third Baptist Church, North Brunswick St. Free Baptist Church, corner of Starr St. on Hurds lane, intimation, "all are invited to attend." Church of the Redeemer, North Brunswick St., to which "Strangers are cordially invited."

DRIVES ABOUT HALIFAX.

Another pleasant drive for the tourist, is by the highway leading past the Richmond R. R. Depot to the Four-Mile House, a large inn for "the entertainment of man and horse" on the way to or from the City. Near by is the Convent and Academy of Mount St. Vincent—Mother House of the Sisters of Charity—newly erected. It fronts the waters of the

Basin, affording accommodation to 50 boarders. Bedford's shining expanse of sea water contains ten square miles of anchorage for large or small vessels. It is a favorite resort for matches of the Royal Halifax Yacht Club's fleet, and for other boat races. On its shores there long existed some remains of the French Armada, from whose dead, of marines and sailors, 1300 were buried in 1746. It was only in 1784 that a settlement was made here by the Loyalists, driven from Massachusetts. At a point two miles from the inn before named are the grounds and sites of buildings erected by or for the Duke of Kent, and occupied as a country seat, music hall, guard house, &c., with gardens and sylvan walks, while he resided at Halifax from 1794 to 1800. The guard house was subsequently occupied as the Rockingham Inn, being the place of meeting of the Rockingham Club, and the resort of many visitors from the City garrisons. It was destroyed by fire some twenty years since.

A few miles further on, the road leading to Hammond's Plains is seen on the left, where a settlement was made in 1815 by free'd blacks rescued from "slavery" by the British fleet off the shores of Maryland and Virginia. The rising generation of their descendants are now enjoying a share of the benefits derived from the system of common schools that now prevails. The completion of ten miles brings the traveller to Bedford village, with its quiet and comfortable inns, where a view of the surrounding scenery may be enjoyed—not omitting the telescopic view of the war ships at anchor in the lower harbor near "the Narrows." The drive may be extended hence to Waverly four or five miles, where the gold-quartz mines in that vicinity, worked to a depth of 200 feet, are not yet exhausted. Thence the return to Halifax by the eastern road may include a call at the Montagu gold mines, which are being worked with profit, on a small scale of operations. The gold obtained at these Nova Scotia mines is purer and finer than that of California or Montana, as proved

by the mint coinage. Four miles further travel brings us to Dartmouth, and by means of the steam-ferry to the dock, the return to Halifax is completed.

With an hour to spare, the tourist may cross the Dartmouth ferry, and drive either to Preston by the lakes, turning south to Lawrencetown—a settlement formed by Governor Lawrence in 1758 for twenty "landed proprietors,"—or may continue east to "Lake Porter" to enjoy the comforts of Stuart's hotel and watering place, when by turning to the Cole Harbour road on return, he will obtain a pleasing change of scenery with the benefit of the shore breezes. If he prefers the open ocean he may take the right-hand road at the Dartmouth ferry and follow it by the eastern passage to "Cow Bay." This is a healthful watering-place about eleven miles from Dartmouth (and may also be reached by boat from Halifax), being remarkable for its constantly cool temperature during summer, and its fresh airs from the Atlantic, beside which its scattered farm-houses stand in rural beauty. The point of high land dividing the beaches confronts the open sea, and from it may be seen the coasters and steam-packets on their approach to, or their departure from Halifax harbour. The bay is a favorite summer resort, by reason of the perfect freedom there enjoyed to wander along the beaches, collect sea-shells on the wave-washed shore, and watch the play of the beach-birds or the skiffs of the fishermen as they double the little cape. It is being much frequented by invalids and others who delight in marine scenery or enjoy the free and open facilities for a seaside bath.

HALIFAX MEDICAL COLLEGE.

Among the places of interest for many visitors is the Medical College facing the Provincial and City Hospital and Poors' Asylum. The present structure was erected in 1875, and is now fully equipped as a first-class medical teaching institution. The exterior

is plain but substantial, and the interior very well arranged for the comfort and convenience of the students. On the basement are the janitor's room and a student's waiting room, supplied with medical and other journals, and a museum and library. On one floor are the lecture rooms, capable of seating eighty students, well lighted, warmed and ventilated,—the "Materia medica" cabinet, containing a collection of specimens, and the chemical laboratory. The second floor has a large, thoroughly ventilated dissecting room, with patent "lift" and lavatory, adjoining which is the room for practical chemistry, supplied with all the needful apparatus. The Faculty consists of leading gentlemen of the profession.

The college has now been in operation for eleven years, showing a steady increase in the number of students. In 1867, several gentlemen then connected with the Hospital and Dispensary, recognizing the advantage enjoyed by Halifax as a medical centre, and for the study of the various diseases which occur in a much frequented seaport, originated the present school. From the harbor being open winter and summer, there is no cessation of new arrivals. While the hospital is constantly supplied from this source, it receives a yet greater number of cases from other parts of the Province. Further, the student has thrown open to him the resources of the Almshouse, with its lying-in wards and chronic and incurable cases, and also the City Dispensary, where he may study affections of the eye and ear, and the minor complaints and operations which make up the ordinary routine of practice.

The institution is now well established, its classes increasing, and its graduates, both at home and abroad, take high position among their professional brethren.

BENEVOLENT INSTITUTIONS.

The site of several charities not specially referred to elsewhere, may be found as follows :

POORS' ASYLUM

stands in enclosed ground west of the Tower road on Morris Street. It commends itself as a stately palace of brick and ornate architecture devoted to the free use of the poor, and will accommodate as many as 500 inmates. It was erected at a cost of \$260,000. It was until recently managed by a Board of Commissioners, each one of whom took a month's supervision in turn. The Poors' Asylum is not in any sense denominational, poverty and want being the only and all-sufficient claim to its hospitality. The full number of inmates at the present time, nearly 500, adults and children of both sexes and all ages being accommodated.

THE INFANTS' HOME,

one of the youngest of the city charities, is a fruitful institution, at the corner of Inglis Street and Tower Road. Its life-saving apparatus has been applied so efficiently, that more than fifty cases per annum appear by the report to have been attended to, and the lives of two-thirds of the whole number of foundlings rescued, have been saved.

THE INDUSTRIAL SCHOOL FOR BOYS

stands outside the city, on the Quinpool road leading to the N. W. Arm. This excellent institution has been successful in transforming many wild and reckless boys of the town into useful members of society, by affording them instruction in the several mechanical trades.

HOME FOR THE AGED.

This institution, as a Refuge for destitute gentlemen, was first suggested by a lady, who observed

the necessity of making provision in old age, for those who might be considered as superior to the calls of direct charity, yet possessing means too limited to provide themselves a comfortable home. Funds to the amount of \$4,000 were proffered by the late William Murdoch, a merchant of Halifax, as the nucleus of a fund for carrying out the suggestion, and to this smaller donations were added, and a committee appointed to carry the plan into practical operation. The object was attained by small beginnings, and on the 26th of June, 1860, the house in Gottingen Street known as the "Golden Ball," was first occupied, and a Matron or housekeeper—Mrs. Mackie—appointed. D. McN. Parker, M. D., Charles Murdoch and Edward Binney, Esquires, were chosen Trustees. Three inmates as boarders were first admitted, a number which has since been increased to twenty. Fifty-four boarders in all have been admitted from the date of opening, during the eighteen years since elapsed, of which number 20 have died at the Home.

The first building having proved too small, a larger one, now occupied, also in Gottingen Street, was purchased by the Committee at a cost, including repairs, of \$5,560, and finally paid for from sums accruing from the following donors, and others of smaller amount.* 1872—Robert Noble, bequest, \$40. 1873—Mrs. Crick, \$40; Miss Ann Coyle, \$295; Hon. Enos Collins, \$2,000. 1874—Mrs. A. Wallace, of Musquodoboit, \$389.33. 1875—Miss Isabel B. Cogswell, bequest, \$4,000; Mrs. W. Bauld, \$200. 1876—C. D. Hunter, bequest, \$450. 1877—J. Macara Walker, \$1,000. 1878—Charles Roche, \$100.

On the decease of C. Murdoch, Esq., Trustee, T. S. Peters, Esq. was appointed to the vacancy.

* The interest of which, with the fee of admission payable by every boarder, has sufficed to maintain the institution.

The Home may be visited by friends of the inmates, or by strangers, who desire to see the admirable order and management of this useful and truly charitable institution.

THE ASYLUM FOR DEAF MUTES,

pleasantly situated on the east side of Gottingen Street, is among the most useful of our humane institutions. Its inmates call only the more strongly for sympathy from their appeal being voiceless, and the Directors, in their report to January, 1878, claim for it a position second to none in the city for usefulness and efficiency. The last annual report was printed at the institution, in a style that would do no discredit to any office in the trade. In the language of the Directors, "the visitor to their abode would not imagine that there was anything wanting, less than is enjoyed by the most favored of their kind," whereupon a reviewer remarks that but twenty years ago this class of our population were totally neglected, and living in utter ignorance of all that concerns their welfare here and hereafter. The Principal, Mr. J. Scott Hutton, considers the past year to have been one of the most satisfactory in the history of the institution. The present number of pupils is 52, and only two deaths have occurred within the last five years. The whole number admitted since 1876, has been 194, of whom 148 have left. Industrial training is made an essential part of the education. The girls are employed in sewing, knitting, and other household work,—the boys in printing, carpentry, and miscellaneous work. 119 of the pupils were born deaf; 75 lost their hearing in childhood, from accident or scarlet fever. 20 of the former pupils are married—seven of them to partners with the gift of hearing. From these 20 marriages have sprung 18 living children, only one—the child of deaf mutes—showing the parental infirmity. Of former pupils, more than 20 per cent. have become communicants in different churches.

The charity is open to visitors.

ASYLUM FOR THE BLIND.

The Asylum for the Blind, one of the most interesting of benevolent institutions, stands upon a portion of the South Common, between South Park Street and Tower Road. The main building is a handsome structure of brick and stone, facing on West Morris Street, and surrounded by spacious grounds. To the main building has recently been added a commodious gymnasium and workshop, where the pupils can be employed or amused at all seasons of the year. The most improved methods which experience and enlightened philanthropy can suggest, are, in this noble institution, brought into play, and with very marked success. Of course, after instruction in reading (taught by the use of Mr. Moon's raised characters), music enters largely into the intellectual development and enjoyment of the inmates. It is accordingly seen that, in addition to the other suitable appointments of the charity, no less than five pianos and an organ are in constant requisition. The Asylum, which has been in operation for seven years, is under the supervision and management of a committee of citizens selected by the Provincial Government.

THE COURT HOUSE.

This building was completed in the year 1860, under the supervision of commissioners appointed for that purpose. It is a large and imposing structure, with a highly ornamental front. It is built of freestone, and rests on a foundation of granite. It is pleasantly situated, facing on the south side of Spring Garden Road, having on the east side the old St. Paul's churchyard, with its grass and grove, and on the west side an enclosure of young trees. St. Mary's Cathedral, the Academy of Music, and St. Matthew's Church are seen in the immediate vicinity. The County Jail is in the rear of the Court House.

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The Supreme Court, Vice-Admiralty Court, Equity Court, Divorce Court, County Court, and Probate Court, are all held in the building, and there are offices on the first floor occupied by the Prothonotary, Clerk of the Peace, Registrar of Deeds, Registrar of Probate, and County Treasurer. The High Sheriff has his office on the second floor, where also are robing rooms for the Judges and Barristers, and the Law Library, which contains a number of ancient and curious old law books.

Previous to the erection of the New Court House, the Courts were held in the Old Province Building, in the room now occupied by the Provincial Library.

THE HIGH SCHOOL,

noticed on page 31, occupies, with play ground, an entire lot extending from South Brunswick Street along Sackville to Albermarle. The corner stone was laid on the 17th July, 1878, with Masonic honors. It has been built by direction of the Board of Commissioners in charge of Schools, who have been happy in their choice of a site which is central, and, in a sanitary point of view, is favorably situated by the open ground of the Citadel glacis, and with unsurpassed drainage facilities in consequence of the high ground occupied. It stands near the Imperial barrack buildings on the south, with open view of the harbor waters on the east. An extension of the street southward, as contemplated through the reserved barrack ground to Spring Garden road, when accomplished, will add to the value of the selected site, and facilitate the approach to it from the south by students and the public. The exterior of the building is designed for pressed red brick, relieved with white and black brick, and granite dressings, having two stories and French roof. The basement will have offices for the Board of School

Commissioners, Janitor's room, Gymnasium, also rooms for heating apparatus, fuel, &c. The first floor will have four class-rooms, reception or Principal's room, teacher's room, hat and cloak room. The second floor will contain four class-rooms, teacher's room, laboratory, hat and cloak room. The third floor will be finished as a lecture room, extending the whole size of the building, and suitable for holding public examinations, &c. The class-rooms are well ventilated, plain and neatly finished, with all necessary black-boards, and will be seated for fifty scholars each. The building will be warmed by hot water in the most recent and approved manner.

ST LUKE'S CATHEDRAL (ANGLICAN)

occupies a prominent site on the south side of Morris Street. The style is Gothic and the church well proportioned, with perhaps the exception of the spire, which is too much shortened.

This Church was built by the friends of the pious and well-beloved Rev. Wm. Cogswell, and was opened for public worship 14th May, 1848. His death occurring soon afterward, it was used as a Chapel of Ease to St. Paul's, and was consecrated August 12th, 1851, as the Church of St. Luke the Evangelist. The Revs. W. Bullock and E. Maturin, curates of St. Paul's, preached there for several years, and when a number of the parishioners residing at the south end of the city deemed it advisable to divide the Parish, (May 14th, 1858, the first named clergyman became Rector of St. Luke's, and by his activity, energy and zeal, drew around him a large congregation. During his incumbency the Church was much improved in appearance; a fine organ was placed in the north gallery; the brick school, now called St. Luke's Hall, was built in 1872, and a commodious chancel added to the south end of the church, September, 1864.

The beautiful stained glass window in this chancel is well worth notice. Visitors will find the church open at 9 a. m. and 5 p. m., daily.

The Bishop of Nova Scotia selected St. Luke's as his Cathedral, shortly after the consecration of the chancel, appointing the Rector (Rev. W. Bullock, D.D.) as first Dean, the curate (Rev. J. Abbott) Minor Canon and Chaplain, and four Canons.

The good old Dean passed to his rest March 9th, 1874, and was succeeded in the rectorship by Rev. John Abbott, the present rector, whose curate is the Rev. C. M. Sills.

The whole of the church property is free of debt, and, as a parish, St. Luke's is noted for its liberal contributions to Diocesan, Parish and benevolent undertakings. The church will afford sittings for about one thousand persons. The pews in the galleries, also some on the ground floor are free—44 in all, and strangers or others desiring to attend divine service, are always welcome. Early communion is celebrated at 8 o'clock every Sunday morning. Public worship on the same day begins at 11 o'clock, a. m. and 7 o'clock, p. m. On Fridays Prayers are said at 11 o'clock, and every other day morning and evening at 9 and 5 o'clock. The glebes being reserved to St. Paul's, the income of St. Luke's is derived from pew rents, offertories, and special contributions, which amounted last year to about \$6,000.

(THE International Steamship Company have, under the able management of T. C. Hersey, Esq., the President, been completely successful. They are now running three boats a week each way between St. John N. B. and Boston, as will be seen by their advertisement. The fine steamship *Falmouth*, formerly running between Halifax and Portland, Me., has been lately purchased by this Company, and is to be put in thorough repair, and placed on the route as a winter boat).

THE FORTIFICATIONS.

Our Halifax, from its inception, was largely a military station as well as a great central rendezvous for the naval force on cis-Atlantic duty. The star fort or Citadel, known as Fort George, occupies the site of the octangular wooden blockhouse erected in 1753, having a parapet and summit tower with port-holes for cannon. The whole was surmounted by a ditch and ramparts of earth and wood, strengthened by palisades or pickets driven close together. The hill top was at first, and up to 1778, about eighty feet higher than it appears in 1878, the cone having been necessarily cut down in the progress of the successive works of fortification. In 1753, a row of pickets was extended from the Blockhouse along the line of Jacob Street, on the one hand, and by the South Barrack grounds along Salter Street, on the other, to the shore of the harbor, as a defence against sudden attack by the then hostile Indians (the Micmacs). These pickets had fallen into decay and disappeared before 1769. In the year 1800 the Duke of Kent, commanding at Halifax, caused the fortifications to be removed, and began the erection of works of increased strength. He had the grounds of the fort enclosed securely by picket fences, parts of which were to be seen, though neglected, as lately as the year 1828, but were soon after superseded by an extended enclosure such as that now surrounding the entire Glacis to its points of junction with the several adjacent streets, as shown by map of the City. The present fort is of great strength, and comprises within its limits barrack accommodation for a regiment, a signal house, flag staff, station for electric telegraph apparatus, connecting adjacent outside forts, and a storm drum to give warning to the Royal or Mercantile Navy, if there be a threatened disturbance of the weather. At the ponderous gates of the eastern front the armed sentry daily and nightly walks his rounds in the path of duty; visitors are admitted on

registering their names at the gate, the attendant, if of the R. A. corps, will afford technical information on the armament, while passing around the ramparts, from which point a transcendent view is obtained of the surrounding scenery. A number of blockhouses and batteries were built in defence of Halifax from the date of its settlement and during 1760 at intervals, up to 1775. These occupied positions at Massey Hill, Mount Needham, Queen's wharf or Governor's Battery, Ordnance square, Dockyard, Lumber-yard, Fairbank's wharf, Dutch Church redoubt, Admiralty grounds, the site of Trinity Church by Poplar Grove, known as Grenadier Fort, Meagher's Beach, Point Pleasant, York Redoubt Point, East Battery Point, and Fort Charlotte on George's Island. From the head of the North West Arm to Bedford Basin was extended a line of blockhouses, as centres of defence in anticipation of stealthy incursions of Indians. The blockhouses were built of logs or squared timber, with loop-holes for musketry, the walls were of great thickness, having a parapet around the top, and platform at the base. These defences have, in many cases, given place to erections of a peaceful character, or leave only traces of redoubt outlines, as at Fort Needham and the Lumber-yard, while a few remain under altered conditions and with the added appliances of modern adaptation for defence, as may be seen at Point Pleasant, at Fort Charlotte on George's Island, and at Prince's Battery Fort on McNab's Island. To these have been added, as defined on the plan of Halifax, Forts Cambridge and Ogilvie, with their 18 ton guns and steel-pointed shot.

Access to the several water-side Forts of the islands may be had by the assistance of harbor boatmen, or by excursion steamers that ply during the Summer months between the City and McNab's Island, or other points of interest. A modernized specimen of the old Martello Tower may also be visited, which stands conspicuously on the elevated level rock in the open space near Point Pleasant.

CEMETERIES OF HALIFAX.



Within the City limits there were three or more Cemeteries---now closed. One occupies the square beside the old Lutheran Church. Another is off Grafton Street, touching Spring Garden road, termed the Poors House Cemetery. It is now levelled and planted with trees. The third extends from Spring Garden road along Pleasant Street, past the Church of St. Matthew and Government House. This lot, though nominally attached to St. Paul's Parish and Church, was really the principal "Burying Ground," as in homely phrase it was called, of all denominations of Protestant Christians of the first settlers, and those who followed for almost a century. This ground may be said to have been used to the extent of its capacity, even the gateway being appropriated by an eccentric citizen, whose epitaph on a stone slab, by his own desire, was extended on the surface at the entrance, so that all who passed that way, might necessarily walk over his grave! He had always, he believed, been "trampled upon" in his life time, and desired, with humility, to anticipate the same treatment in the tomb; and it was so recorded upon the stone, subsequently removed. In the year 1844 the grounds were closed against other than monumental uses---and opposite the gateway was erected a fine monument to Welsford and Parker, two Nova Scotian heroes of the Crimean war, the former of whom was killed in the storming of the REDAN fortress.—It is composed of a massive arch of Nova Scotia free stone, elevated on a base of Granite from the N. W. Arm quarry, and is surmounted by an imposing statue of the "British Lion." In the western part of this Cemetery are the remains of Mary Welsford, mother of the fallen hero, and widow of Lieut-Colonel Wels-

MORTON'S GUIDE TO HALIFAX.

97 Barrington St. to 101
HALIFAX, N. S.

MAHON BROS.

IMPORTERS OF

BRITISH, AMERICAN AND FOREIGN
STAPLE AND FANCY
DRY GOODS.

SPECIALTIES :

BLACK AND COLOURED SILKS,

MOURNING GOODS,

Courtould's Best Waterproof Crapes,

KID GLOVES, KID GLOVES,

FANCY GOODS, &c., &c.

TRIMMED MILLINERY & MANTLES

In stock and made to order.

N. B.—Having the **LARGEST, MOST COMMODIOUS,** and **BEST LIGHTED** Retail House in the City; and with a well assorted and fashionable Stock: and an obliging staff of hands: they have no hesitation in guaranteeing satisfaction to their patrons. **"INSPECTION INVITED."**

"ONE BLOCK SOUTH GRAND PARADE."

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DEFREYTA & WALL,
Painters & Glaziers,
32 **SALTER ST.**

Opposite the South Front of Mason Hall, HALIFAX, N. S.

Particular attention given to **PAPER-HANGING, GRAINING,**
MARBLING, &c.

WATSON & MYERS,
BRASS FOUNDERS, FINISHERS,
Gas-fitters and Lamp-makers.

Manufacturers of all kinds of Brass, Steam and Water Fittings, for
Engineers, Plumbers, &c.

BRASS CASTINGS MADE TO ORDER.

150 Hollis Street, - Halifax, N. S.

J. CORNELIUS,
Manufacturing and Importing Jeweller,
99 GRANVILLE ST., - HALIFAX.

Dealer in English, Swiss and

WALTHAM WATCHES,

Jewelry, fine French Carriage and Mantel Clocks, Sterling
Silver and Electro-Plated Ware, Spectacles, Thermometers,
Opera Glasses, &c., &c.

Manufacturing of Jewelry a Specialty. Particular attention paid to the
Repairing of Jewelry, Watches, &c.

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105 Granville Street, - Halifax.

(ESTABLISHED 1856.)

F. C. ELLIOT.

Shirts, Socks, Drawers, Ready-made Clothing, Collars, Gloves,
Handkerchiefs, Ties, Umbrellas, Dressing Gowns, Braces &c.

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J. GODFREY SMITH, Dispensing Chemist,
147 HOLLIS STREET, HALIFAX.

Prescriptions and Family Recipes accurately Dispensed.
Sea and Family Medicine Chests Furnished and Fitted,

USE SMITH'S ANTIBILIOUS PILLS.

“ “ IMPERIAL EXTRACT GINGER.

“ “ DIARRHŒA COMPOUND.

“ “ TONIC BITTERS.

PRESERVATIVE TOOTH POWDER.

PATRONIZE SMITH IF YOU WANT RELIABLE DRUGS, &c.

DAVID KING,
Plumber,

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Houses Fitted with Hot and Cold Water Pipes, Copper
Boilers, Bath Tubs, Water Closets, Enamelled Iron
and Copper Sinks, Wash Basins, &c., &c.

All kinds of Plumbers' Materials always on hand.

TO VISITORS.

Gentlemen visiting Halifax will find it to their ad-
vantage to call at

REYNOLDS' FURNISHING STORE,

93 BARRINGTON STREET,

And lay in a stock of SHIRTS, COLLARS, TIES, &c.

At the low prices for which he is noted.

JOSEPH DAVIES,

43 Duke Street, Halifax,

Locksmith and Bell-Hanger.

Alarm Gongs, Bell Hangings, Whistle Alarms, Speaking
Tubes, &c., supplied and fitted to order at shortest notice.

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PROVINCIAL BOOK STORE,
195 HOLLIS STREET.

Agency for English and American
NEWSPAPERS & MAGAZINES.

BIBLES,

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SLATES, PENCILS,

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&c., &c., &c.

STATIONERY,

Of all descriptions, kept in stock.

SCRAP BOOKS, SCRAP PICTURES,

PHOTOGRAPH AND AUTOGRAPH ALBUMS.

C. C. MORTON.

ford of the 101st Regt. Near the Welstord monument is the vault of the Cochrane family, related by marriage to Bishop Inglis, father of the heroic General Inglis of Lucknow; near the monument is the grave of the gallant General Ross, killed in battle on his way to Baltimore, after defeating the Americans at Bladensburg, in September, 1814. Here also was buried Lieut. Benjamin James, lost in the Tribune Frigate, having gone to her assistance when wrecked on Throm-cap, near Halifax, November, 1797, and beside him is the tomb of Charles Thomas, Lieut. of 7th Fusiliers, who died, 1797; both these monuments having been erected by the Duke of Kent, then commanding at Halifax. Near by are the graves of a Midshipman and several of the crew of H. M. ship *Shannon*, who died of wounds received at the capture of the American Frigate *Chesapeake*, June 1st 1813. Here are also many curious headstones, some of them more than a century old, with quaint epitaphs to the memory of loyal Nova Scotians who died on the ocean or in foreign lands. upholding the honor of Old England—and of others who had done honor to their country and themselves in church and state; among them is classed the brave Lieut. Lloyd, a native of Halifax, killed with Nelson at the battle of Trafalgar, Oct., 1805, and beside him many noble Britons of fame and rank from both the naval and military services.

In the year 1844, the other Cemeteries having been closed by Legislative enactment, a new place of sepulture, known as Camp Hill Cemetery was prepared and opened for the use of the Protestant community, on the western side of the Common, reserve. The old St. Paul's ground was thereupon enclosed by an iron railing superadded to the stone wall, and was supplied with shade trees and otherwise cared for, while the

CAMP HILL CEMETERY

Was adapted to the use of the Protestant inhabitants. This lot of many acres fronts the Peoples' Gardens on the east at the west end of Sackville Street, from

which it is separated by a broad roadway or carriage drive; and in the years since it superseded the Pleasant Street square as a place of sepulture, it has filled up rapidly, and now exhibits a dense array of monuments, erected by the living in tribute to the dead, cut in Free-stone, Granite or Marble, plain and simple in design or magnificently finished, with eulogy of epitaph to correspond. To this spot the friends of the buried dead resort in crowds during the genial days of summer, to strew flowers upon the graves of the lost ones, to review the memories of the past and to ponder on the brevity of human life. Here too, the stranger may, perchance with profit, spend a passing hour, while he reads in epitaph the brief chronicle of a past generation.

At the hill of Fort Massey, corner of South and Queen Streets, there now remain no indications of that high old fortress. The ground being a reserve of the Imperial Government was disposed of in part for building purposes, where stands the residence, with garden, of the late Justice Bliss, and largely for the purpose of a soldier's or military cemetery. In this walled and well kept ground have been deposited the remains of some notable men, among them the once Governor of the Province, Sir John Harvey, who bore rule during a stormy political era of Nova Scotia's history, when the rival, popular leaders of the time stoutly contended for the mastery. His wife, Lady Harvey, is buried here; also the Rev. Dr. Twining, some time Chaplain to the Garrison, and their several monuments are conspicuous. This ground, so well cared for as to be attractive, and affording a wide view of suburban scenery, invites the curious traveller to embrace the occasion for a brief hour's meditation among the tombs.

The sound of slow, military music yet, at rare intervals, breaks the stillness of this city of the dead, when some stricken member of "the Service" falls out of the ranks, to meet death elsewhere than on the battle-field. Here, followed by his comrades with solemn march and arms reversed, he enters the gate

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for interment. There three parting volleys by the firing party, pronounce the long farewell over the dead comrade, and thereupon sinks the warrior to his rest, emphasizing the sentiment of the Poet's line—"The path of glory leads but to the grave"; so too leads the path of duty when the soldier of peace shakes off his armour.

Adjoining the Soldiers' Cemetery and extending to South Park Street is the cemetery of the Holy Cross, set apart in the year 1844 for the use of the Roman Catholic body. The gate of entrance to it is from Park Street, beside which stands a Porter's lodge, where strangers may obtain information and permission to enter and walk through the grounds. Both these burial places are neatly laid out by walks, and planted with ornamental trees. In both are to be found scores of elegant monuments raised by affectionate hands to the memory of departed kindred and friends.

THE PENITENTIARY,

at present a Provincial institution, within the city limits, is a granite structure, strongly built. It stands between the Tower Road and the south-east entrance of the North-west Arm. The latest Report for the year gives the number of prisoners as 69 males, 5 females, and 4 military inmates of the building. The earnings of the condemned inmates, chiefly by the manufacture of brooms was for past year \$18,534, with an expenditure of \$14,502. In the shoe department, earnings \$1,728, and expenditure \$923. The value of the other labor realized \$3,409, inclusive of the farm produce raised from the enclosed grounds. 66 prisoners were subjected to punishment during the course of last year, and 1321 days remission were earned by the convicts. The sanitary condition was such, that only four of the number were sent as patients to the hospital in the course of the year. The Chaplain and Schoolmaster reported favorably of the conduct of the prisoners, and the progress of 30 who have attended the school instructions regularly.

HALIFAX FIRE ALARM TELEGRAPH.

LOCATION OF BOXES.

- No. 3. Brunswick Street, Central Engine House.
 4. House, No. 3 Artillery Place.
 5. House, No. 23 South-east corner Carlton Street and Spring Garden Road.
 6. House, No. 107 North-west corner Queen and Morris Streets.
 7. House, South-west corner Park Street and Victoria Road.
 8. House, No. 85 Freshwater Bridge.
 12. House, No. — Pleasant Street, next to South-east corner Morris and Pleasant Streets.
 13. House, No. 2 South west corner Water and Salter Streets.
 14. House, No. 133 South-east corner Hollis and Sackville Streets, or Harrington's corner. Key at International Hotel.
 15. House, South-west corner Grafton and Sackville Streets.
 16. Police Station, City Court House.
 17. House, South-east corner Granville and Duke Streets.
 18. House, North-east corner Jacob and Brunswick Streets.
 21. House, North-east corner Cogswell and Creighton Streets.
 23. House, North-west corner Cornwallis and Gottingen Streets.
 24. Engine House, head of Gerrish Street.
 25. House, North-east corner Cunard and Robie Streets, next to DeWolfe's Carriage Factory.
 26. J. J. McDonald's House, Gottingen Street, opposite Wellington Barracks.
 27. House, corner Campbell Road and Duffus Street.
 28. House, South-west corner Campbell Road and Russell Street.
 31. House, South west corner North and Lockman Streets.
 32. House, North-west corner Gerrish and Lockman Streets.
 34. House, South east corner Cornwallis and North Barrington Streets. (Thos. O'Malley's).
 35. Moir's Foundry, North-west corner Hurd's Lane and North Barrington St. (Key of this Box at Mr. James McCaffrey's, Cooper.)
 36. South-west corner Buckingham and Argyle Streets.
 41. Union Protection Co's Hall, Barrington Street.
 42. South-east corner of South Park Street and Spring Garden Rd.

Keys of boxes can be obtained from owners or occupiers of buildings on which they are placed, when it is necessary to give an alarm of fire.

PRIVATE SIGNALS USED BY THE FIRE DEPARTMENT.

Two single strokes on the bells, denotes that the fire is out.

Three single strokes on the bells, requires the nearest steam engine to assist.

Four single strokes on the bells, requires the second steam engine to assist.

Five single strokes on the bells, requires the third steam engine to assist.

DISTANCES AND FARES FOR HACKNEY CARRIAGES.

From the Post Office or Grand Parade, North to :

| | | |
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| Jacob Street or Commercial wharf..... | 1 | mile. |
| South end of Maynard Street or Cunard's Wharf..... | 1 | " |
| North end Park Street or West's Wharf..... | 1 | " |
| Institute for Deaf and Dumb or Dockyard Gate..... | 1 | " |
| Wellington Barracks (east or west front)..... | 1 1/2 | " |
| Railway Depôt, Richmond..... | 2 | " |

From the Post Office or Grand Parade, South to :

| | | |
|---|-------|---|
| Stephen's Wharf, the corner of Morris and Pleasant Sts., or the Rink..... | 1 | " |
| Fresh Water Bridge, Blind Asylum, or the Convent..... | 1 | " |
| Laidlaw's Wharf, Corner of Inglis Street and Tower Road, or the Pears' Asylum..... | 1 | " |
| Steele's Pond, the Bowery Road, or Studley..... | 1 1/2 | " |
| Frauklyn Street, Pine Hill or Belmont..... | 1 1/2 | " |
| Fort Ogilvie or the Penitentiary..... | 1 1/2 | " |
| Point Pleasant..... | 2 | " |

From the Post Office or Grand Parade, West to :

| | | |
|--|-------|---|
| Park Street, (west of the Citadel)..... | 1 | " |
| Camp Hill Cemetery or St. Andrew's Cross..... | 1 | " |
| Louisburg Street..... | 1 | " |
| McCulloch Road, Oxford Street or Leahyville..... | 1 1/2 | " |
| Horse Shoe Island..... | 2 | " |
| North West Arm Bridge..... | 2 1/2 | " |

FARES :

| | | |
|---|----|------|
| For each person for any distance up to half mile..... | 15 | cts. |
| " " " " One mile..... | 25 | " |
| " " " " One mile and a half.. | 30 | " |
| " " " " Two miles..... | 40 | " |
| " " " " Two and half miles... | 45 | " |
| " " " " Three miles..... | 50 | " |

And all other distances in like proportion.

One-half the above rates to be paid if returning in the same carriage.

For all Cabs or Carriages hired by the hour, the charges shall be :

| | | |
|--|--------|------|
| For a One Horse Carriage per hour..... | 75 | cts. |
| For a Two " " " "..... | \$1.00 | |

And in like proportion for every fraction of an hour.

| | | |
|---|----|------|
| To or from any Steamer or Passenger Vessel, to or from any Hotel or Dwelling House to any Stage Office, Railway Station; or other place within 1 mile, with 1/2 cwt. luggage. | 30 | cts. |
| Over one mile and not exceeding two miles..... | 50 | " |

As above, with more than 1/2 cwt., and not exceeding two cwt. of luggage, within 1 mile, 50 cts.; over 1 mile and not exceeding 2 miles, 75c.

And in like proportion for all other distances or additional luggage.

Children under 1 year old free; over 1 year and under 12 half-fare.

For employment in the night the fare shall be as parties may agree, not however to exceed one fare and a half.

(Extract from law relating to Hackney Carriages, Chap. 30, Sec. 13.)

All persons, whether owners or drivers of carriages who offend against this ordinance, shall, on conviction, be subject to a fine not exceeding twenty dollars and costs, and in default of payment to imprisonment for a term not to exceed thirty days.

TIME TABLE FOR WALKER'S OMNIBUS LINE.

| | | |
|------------------------------------|------|-------|
| First Bus leaves North Street..... | 6.45 | A. M. |
| Second " " | 7.15 | " |
| First Bus leaves South End..... | 7.15 | " |
| Second " " | 7.45 | " |

The Busses of this line will continue to run all day, leaving North Street at a quarter before and a quarter after each hour, until 9.15, which will be the last Bus leaving South End.

REMEMBER! The Busses leave each end a quarter before and a quarter after each hour of the clock.

There will also be a Bus of this line to take passengers to and from all trains.

The route will be by Lockman and Barrington St's and Bell's Lane; Water to Granville, George and Hollis Streets; Morris to Pleasant St., returning the same way.

FARES :

| | | |
|--|----|--------|
| North Street to Post Office or return..... | 5 | cents. |
| Post Office to Freshwater " | 5 | " |
| All Train Passengers..... | 10 | " |

SPRING GARDEN ROUTE.

An Omnibus of the above line will leave the Horse Railway Turn Table, west of the People's Gardens, at 5 minutes after 9, a. m. ; at 10 minutes after 10, a. m. ; 5 minutes after 2, p. m. ; 30 minutes after 3, p. m. ; 30 minutes after 6, p. m. Will leave George Street at 15 minutes to 9, a. m. ; at 9.45, a. m. ; at 5 minutes after 1, p. m. ; at 3, p. m. ; and at 5 minutes after 6, p. m.

FARE:—5 cents each way.

REMEMBER! The time here given will be strictly adhered to.

DUTCH VILLAGE OMNIBUS LINE.

CITY TERMINUS, POST OFFICE. VILLAGE TERMINUS, WM. DEAL'S.

ROUTE—Dutch Village, Quinpool Road, Windsor, Cunard, North Park, Cogswell, Jacob, Grafton, Argyle, Duke and Hollis Streets.

TIME TABLE.

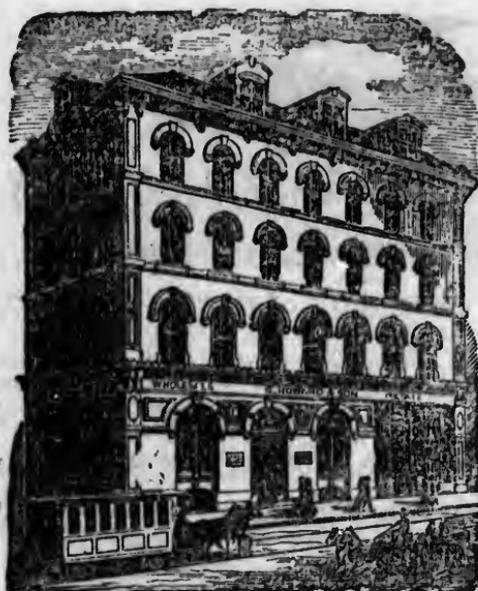
On and after April, 1878 :

| | | | | | |
|-----------------------------------|--------|--------|-------|-------|--------|
| Leave Dutch Village..... | 8.30, | 12.00, | 2.15, | 5.00, | 9.00. |
| " Post Office | 9.30, | 1.00, | 3.15, | 6.00, | 10.00. |
| SUNDAY,—Leave Dutch Village | 10.00, | 6.00, | | | |
| " Robinson's Stables.. | 12.30, | 8.30. | | | |

FARE :

10 cents ; children under 12—half price.
Tickets may be procured from the driver.

A Bus will be provided at any hour that may be agreed upon, on application to the Driver, or to WM. DEAL, Dutch Village.



This handsome Freestone Building, on the corner of Hollis and Prince Sts., owned and occupied by S. Howard & Son, Dry Goods Merchants, is an effective notice to the public who are interested in Dry Goods. The building is five stories high, and accommodates a Wholesale as well as a Retail Department; it is warmed throughout by hot water, now admitted to be the driest of any heating power.

The heating apparatus is stationed in the basement, and is connected with floor and return pipes, which run through every floor of the building, thus avoiding the necessity of having fires on every flat in winter, and reducing the danger of accidental fires to the smallest possible degree.

This house is represented in Great Britain and the United States all the year round by buyers, who take every advantage of the fluctuations of prices in these markets, and who send them replenishments, including the latest and most fashionable novelties of the season, by every opportunity.

By these means and by the adoption, some years ago, of a strictly Cash System, the advantages of which are that it avoids losses by bad debts, and the expenses of keeping special bookkeepers, &c., &c., they are enabled to supply the public from a most perfectly assorted stock of the very freshest and newest goods, at prices much below the regular run, and have thereby secured to themselves the largest and best retail business in the city.

Here Silks, Gloves, Millinery and Fancy Goods are made specialties, and can be found in greater variety than elsewhere.

1878.



1878.

INTERNATIONAL STEAMSHIP COMPANY.

SUMMER ARRANGEMENT.

TRI-WEEKLY LINE.

ON and after MONDAY, June 3rd, and until further notice, the splendid sea going steamer "NEW YORK," E. B. Winchester, Master, and "CITY OF PORTLAND," S. H. Pike, Master, will leave Reed's Point Wharf every MONDAY, WEDNESDAY and FRIDAY morning, at 8 o'clock, for Eastport, Portland and Boston.

Returning, will leave Boston every MONDAY, WEDNESDAY and FRIDAY morning, at 8 o'clock.

Connecting both ways at Eastport, with steamer "BELLE BROWN," for St. Andrew's and Calais, and at Portland and Boston with Steamers and Rail to all parts of the United States.

No claims for allowance after goods leave the warehouse.

Freight received Tuesday, Thursday & Saturday only, up to 6, p.m.

W. H. CHISHOLM, *Agent.*

DONALD REID & CO. CLOTHIERS,

Respectfully request the honour of a visit from gentlemen visiting the city. Their stock of CLOTHS will be found complete. Style, fit, and workmanship of Garments perfect.

ORDERS PROMPTLY ATTENDED TO.

145 AND 147 GRANVILLE STREET (late 191 Hollis).

HALIFAX, N. S.

JAMES J. O'BRIEN, Ornamental Hair Manufacturer, 33 Barrington Street, Halifax,

One door North Rent's Kitchen. Furnishing Store.

Ladies' and Gentlemen's Wigs, Frizzettes, Curls, Switches, Coils, Puffs, &c., on hand and made to order. Theatrical and Fancy Hair Wigs, Beards, &c., on hand and made to order.

LADIES' COMBINGS MADE UP IN THE LATEST FASHION.

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Anchor Line S. S. Co.

The route for passengers to and from Great Britain via New York, having become more known and quite popular, we are now prepared to issue, on the most favorable terms, through passage certificates to and (or) from Glasgow, or London, and Halifax via New York, by first-class Steamers, leaving New York, Glasgow, and London, every week.

For speed, safety and comfort, these Steamers, built for Passenger and Mail Service, are superior in every respect, and excelled by none.

Steamers are despatched from

GLASGOW, LIVERPOOL AND LONDON,

in the Spring and Fall, for

HALIFAX, N. S., and ST. JOHN, N. B.

CARRYING FREIGHT.

Also for P. E. Island, Newfoundland, and all Inland Towns, at special through rates.

Every information afforded on application to Messrs. HENDERSON BROTHERS, 41 Union Street, Glasgow; 19 Leadenhall Street, London; or 17 Water Street, Liverpool; Messrs. SCAMMELL BROTHERS, St. John, N. B.; or in Halifax to

T. A. S. DeWOLF & SON,

Agents.

HALIFAX, N. S., July 27, 1878.

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