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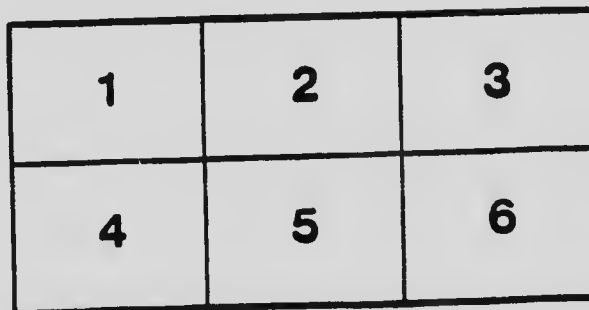
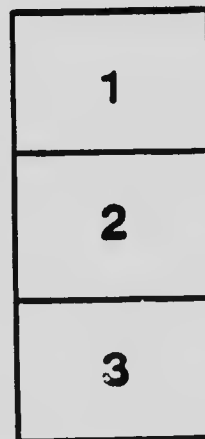
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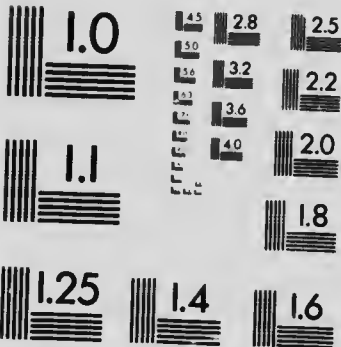
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HALIFAX

—Nova Scotia—

One of Canada's Atlantic Gateways

By A. M. Payne

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One of Canada's Atlantic Gateways

By A. M. PAYNE



HALIFAX HARBOR

THE glamour of the Orient, unfolded by the epoch making events of recent years finds a counterpart in the midway Occident, on the northern half of the American continent where the staid East yields the palm for rapid progress to the undless optimism of the great West. Nevertheless the expansion of the West is largely due to the restless energy of the East, where in the words of Carlyle "the goal of yesterday is the starting point of tomorrow." In the broad area of nearly 4,000,000 square miles of land and water comprising the Dominion of Canada, between ocean and ocean, the Province of Nova Scotia occupies a position of commanding importance as the nearest vantage ground to the European trade pivot. Its nomenclature deserves more than passing notice. Markland, the

"forest land of note," the southeastern extremity of the Dominion, and Vinland "the Good" on the shores of Massachusetts and Rhode Island share the legends of the ancient Norse discoverers a thousand years back in the shadowy past.

L'Acadie, more reliable in its adaptation, appears to be a blending of the Micmac Cadie or Quoddy into the early French term, L'Acadie, anglicized to Acadia, a clearly defined, euphonious, title which might well have been retained for all time. The present designation Nova Scotia (New Scotland) derives its origin from Sir William Alexander to whom King James I of England granted the territory in 1621. The alert perceptions of the early French pioneers with regard to the selection of eligible sites were specially indicated in their long, de-



HOWE STATUE
TOWN CLOCK

SOUTH AFRICAN WAR MONUMENT

MARTELLO TOWER
CRIMEAN WAR MONUMENT



GOVERNMENT HOUSE

terminated efforts to secure a foothold in L'Acadie, as an outpost of New France. Numerous lodgments were made by them, notably at Port Royal, Beausejour and Louisburg, with periodical visits to Baie Saine the Halifax of today.

The ever present *casus belli* was New England versus New France. Volumes upon volumes have been written, displaying as through an illuminating literary camera the varying phases of a great international struggle for supremacy in the New World. The partition of Africa in our own day and the strenuous diplomatic rivalry impending from time to time together with the late Boer war, enable the enquirer of the 20th century to understand more clearly, by contrast, the problem of ascendancy on the continent

of America, during the 17th and 18th centuries. The sequel is even yet culminating in results fraught with potential influence to every quarter of the globe. From its strategic advantages on the Atlantic coast line Nova Scotia held the foreground in the theatre of action, every move on the chess board of strife depending on its retention. Eventually, Halifax, the capital, became the storm centre of this vortex of conflict. The prize was not only the coast line of a hemisphere, from Labrador to the Gulf of Mexico, but the vast hinterland in the interior, accessible to the Atlantic, north and south, by three mighty rivers, and a wondrous chain of inland navigable seas in contiguity. Taking the boundaries of 1763, Nova Scotia comprised the whole three Provinces now known



as the Maritime or Atlantic Provinces of Canada. In the year 1784 New Brunswick, Prince Edward Island, and Cape Breton were detached owing chiefly to a policy of panic on the

part of the British Government to restrain consolidation in its remaining possessions in North America. In 1820 Cape Breton was reunited to Nova Scotia, but the seeds of the original widely planned separation bore a fruit of disconnected interests and retarded progress throughout British North America for almost a century. The Province of Nova Scotia is situated between the 61st and 66th degrees of west longitude, and the 43rd and 46th parallels of north latitude. Its greatest length is 380 miles and its breadth varies from 40 to 60 miles. In form it bears somewhat of a resemblance to the shape of the crustacean so freely inhabiting its waters, but its topography may be described as that of an oblong square. It is surrounded by the sea, and were it not for the twelve mile isthmus of Baie Verte, would be an island. The

STREETS IN HALIFAX

PLEASANT PARK

Physical features of the Province presents a well diversified aspect of valley, upland and mountain, profusely watered by lakes and rivers fringed by a coast line indented with excellent harbors, coves and inlets. The highest land is in Cape Breton which is almost intersected by Bras D'Or Lake, an arm of the sea unique in its commercial utility and majestic grandeur.

The soil of the Province in general is fertile, ripening most of the grains and all the staple fruits and vegetables in ordinary use, the Annapolis and Cornwallis Valleys enjoying a capacity of yield rarely excelled in the most favored regions. The area is 20,600 square miles, the population approximates half a million, the exports in round figures are \$17,000,000 and the imports \$13,000,000 according to present day returns. Since tabulated records have



HON. DUNCAN C. FRASER, LIEUTENANT
GOVERNOR OF NOVA SCOTIA

been supplied by official data (some thirty years) the coal production of Nova Scotia has been \$5,000,000 tons, valued at \$130,000,000. Although the annual coal production now exceeds the fishery yield in cash value, the great importance of the fishery industry and the significance attached to its acquisition by the earliest colonizers, are confirmed and strengthened by such substantial results as the addition of some \$250,000,000 to the wealth of the Province from its prosecution, beginning with the year of Confederation down to the current year. The gold production has reached about \$17,000,000 in a similar period, the banner year of 1902 showing \$627,357. 74,000 tons of iron ore were raised last year, 274,000 tons of limestone, and close upon 200,000 tons of gypsum. Of coke 308,000 tons

were produced in 1905, chiefly at the extensive plant of the Dominion Iron and Steel Company in Sydney, a rapidly advancing sphere of activity destined to make it the "Pittsburg of the Dominion" in the near future.

Sir William Lambairn in his work on iron uses the following language:—
In Nova Scotia some of the richest



HON. GEORGE MURRAY, PREMIER OF
NOVA SCOTIA

ores yet discovered occur in boundless abundance. The iron manufactured from them is of the very best quality and is equal to the finest Swedish metal." "Acadian Geology" has been brilliantly elucidated in the standard work of Sir William Dawson, which specifies 98 separate books, reports and pamphlets as supplementing the investigations of that distinguished authority, Dr. Gilpin, F. R. S. C., Chief Inspector of Mines for Nova Scotia in a recent report on the Mineral Lands of the Province says:—"The peculiarly diversified nature of the Nova Scotia minerals



SCHOOL FOR THE BLIND

may be judged of by the fact that it has in close relationship the three most valuable, iron, coal and gold. The initiation of extensive iron and steel works in directing attention to its large deposits of ore, and of fuel-yielding coke claimed to be the best in the world. Among other minerals more or less worked may be mentioned lead, zinc, silver, copper, manganese, gypsum, barytes, etc."

From data supplied by Mr. Ami of the Canadian Geological Survey Dr. Gilpin refers to the extent and ages of Geological strata as follows: "The Laurentian system is well developed in Cape Breton, occupying the more elevated portions of the island. The Huronian system is not yet recorded as occurring in Nova Scotia. The upper and lower Cambrian are represented, the gold-bearing series consisting of an upper slate, a lower quartzite formation being also referred to it. Strata carrying ores of iron are also referred to the upper Cambrian. The upper division of Sir R. Murchison's Silurian is extensively developed in Nova Scotia and along the northern

side of the Cobequid Mountains and at points from Nictaux to Wolfville this formation is noted for large de-



DALHOUSIE UNIVERSITY

posits of iron ore. The Devonian at Nictaux and Arisaig and at large areas in Cape Breton, Richmond, and Gt. S. counties contains deposits of both iron and copper. The carboniferous system is typically represented in Nova Scotia in the northern and eastern counties. The productive horizon is met in the counties of Cape Breton, Richmond, Inverness, Pictou and Cumberland. This is underlaid by strata of millstone grit, carboniferous limestones and lower or basal conglomerates.

"Higher divisions occur along the Straits of Northumberland and in the interior of Cumberland County apparently passing into the Permian. The Triassic system is represented on the Bay of Fundy and the Basin of Minas by beds of bright red sandstone and the Quarternary system records the glacial action which this province has been subjected to, in



ROBERT L. MCILREITH, MAYOR OF HALIFAX

common with the rest of the Acadian region."

The agricultural and manufacturing interests of Nova Scotia show relatively creditable returns steadily progressing by means of the practical and technical experience gained from season to season, the paramount necessity for the latter, in every department of industrial effort, having become a settled conviction among all ranks and conditions of life.

The forest yield of the Province has always been a prominent factor in the development of its natural resources, over 30 per cent. of the area being profit-bearing woodland. In the days of wooden ships Nova Scotia stood in the front rank of ship-building and ship-owning countries and Nova Scotia vessels and their captains enjoyed an enviable reputation for efficiency in all the great seaports of the world. Many of these old-time skippers knew their vessels

from the hour the keelson was laid; in fact, the most widely known builder on the continent was Donald Mackay of Nova Scotia. The extensive spruce areas of the Province predicate important results, the production of pulp wood and wood pulp, a comparatively new industry, assuming proportions undreamed of a few years ago. The building and



A. M. BELL, PRESIDENT OF BOARD OF TRADE

handling of ships becomes second nature to the average Bluenose hardly ever beyond 20 or 30 miles from the sound of the sea. Naturally his thoughts and ideas dwell on marine enterprise and transportation interests generally, looking forward to the day when modern steel ship building plants will supply the void created by the decline of the familiar shipyards which bestowed prosperity in unstinted measure from Cape Sable to Cape North. The light houses in Nova Scotia number 212, and there are 223 lights on her coasts, with 86 buoys, fog alarms



"SEEING HALIFAX"

and other appliances, including a light ship, an array of safeguards and precautions seldom surpassed anywhere.

In this brief review of Nova Scotia it may be of interest to hark back for a moment to the opinions of one or two of the "ancient authorities." Charlevoix enthusiastically writes thus of Nova Scotia and its surroundings in 1765. "There are perhaps no Provinces in the world possessing finer harbors, or furnishing in greater abundance all the conveniences of life. The climate is quite mild and very healthy, and no lands have been found that are not of surpassing fertility. Finally, nowhere are there to be seen forests more beautiful, or with wood better fitted for buildings and masts. There are in some places copper mines, and in others some of coal. The fish most commonly caught on the coast are the cod, salmon, mackerel, herring, sardine, shad, trout, gotte,

gaparot, barbel, sturgeon, goberge all fish that can be salted and exported. Seals, walruses and whales are found in great numbers. The rivers, too, are full of fresh water fish, and the banks teem with countless game."

A century later Hallock, an American writer, says: "Herewith I enter the lists as the champion of Nova Scotia. Were I to give a first class certificate of its general character I would affirm that it yields a greater variety of products for export than any territory of the globe of the same superficial area. This is saying a great deal. Let us see; she has ice, lumber, ships, salt-fish, salmon and lobsters, coal, iron, gold, copper, plaster, slate, grindstones, fat cattle, wool, potatoes, apples, large game and furs."

These predictions, contrasted with the clear cut statistics of the latest Dominion Year Book furnish a retrospect that speaks for itself.



ST. PAUL'S CHURCH

The metropolis of this sea-girt Province is Halifax, so named, four months after its settlement in 1749, as a compliment to one of its chief founders, George Dunk-Montague, Earl of Halifax, First Lord of Trade and Plantations, a Cabinet officer in the days of George II. The aboriginal designation was Chibouctou, a Micmac word, signifying "Chief haven." Chebucto Head, the bold rocky headland at the western entrance of the harbor, familiar to many navigators, still retains the Indian name. In a sense, Halifax was a younger sister to Boston, whose citizens had formed a committee advocating its establishment to check the encroachments of the French, although they had thirty years previously vetoed a similar

undertaking submitted by Captain Coram. The locality had been frequently visited by earlier French explorers as far back as Champlain's time in 1631. That intrepid leader christened it "La baie Saine" ("The Safe Bay") which was the accepted French title on their maps and charts for upwards of a century. Villebon a Governor at Port Royal under the French regime, naively pronounced it "one of the finest ports Nature could form." The early annals of Halifax abound with incidents of great historic interest.

Four years prior to its settlement by Cornwallis, Louisburg had fallen before the invincible assault of New England militiamen, aided by a British squadron. A halo of sympathy encircles the fate of the expedition

designed to recapture the great stronghold in 1746. Dispersed by the contrary winds, the shattered remnants of this once power-



JAMESTOWN CHURCH

ful fleet crept into Bedford Basin, the inner harbor of Halifax. Round its waters lie the unseen graves of over a thousand brave soldiers and sailors of *La Belle France*, victims of tempest and disease. The two admirals in command perished in sheer despair, the Duc d'Anville of apoplexy, D'Estournelle, the vice admiral, by his own hand. Two years later, and but a year before the settlement of Halifax, Louisburg was restored to France, in exchange for Madras, by the treaty of Aix la Chapelle. As may well be conceived, frequent dissensions and occasional ruptures of the peace took place between the new settlers and the French and Indians.

Six years after the settlement of Halifax actual war between the two great rivals broke out afresh and the star of France seemed for a time to be in the ascendant, engendering covert hostile intrigues among the French Neutrals who were, however, compelled to evacuate Beausejour,



GREEN BANK

Profoundly stirred by the disaster on the *Monongahela*, the expulsion of the Acadians en masse was carried out by the authorities at Halifax, a politico-military episode

stern in its necessity, but almost inhuman in its accomplishment. In a more beneficent and enlightened age, the sad story has been woven into a masterpiece of imperishable verse by the most distinguished of America's poets. Psalm cxxxvii, a sacred lyric of patriotic fervor, touchingly portrays the readily imagined laments of the Exiles of Acadia, a disheartened few of whom succeeded in returning to their cherished homes, to find them occupied by their oppressors. A recent biographer of William Pitt tersely alludes to the sagacity of England's great statesman in taking full advantage in 1757 of the ports of New York and Halifax when both were under British control, to retrieve the disasters which mismanagement had brought about from the time of Braddock's defeat down to the triumph of Montcalm at Carillon. To offset New York and Halifax Louis XV. and his astute Minister of War held Louisburg and Quebec. Eventually both suc-

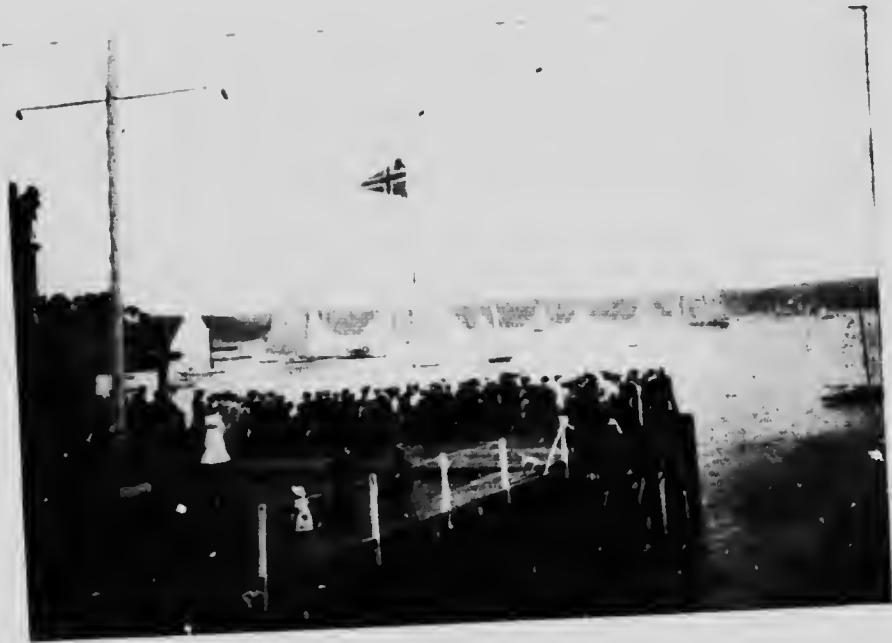


EVANGELINE LAND

cumbed to expeditions organized mainly at Halifax. In the final result of the acquisition of Canada in 1759 historians are not wanting who contend that the fortunes of war in Germany had much to do with the momentous course of events, although the skilful strategy of Wolfe and Amherst were all important elements in the outcome.

A candid estimate of the respective value of maritime points of vantage on the coast line of North America can but lead to the conclusion that in the peaceful pursuit of the paths of commerce New York and Halifax are still as supreme in their geographical convenience as in the days when Pitt utilized them so conspicuously for the honor and glory of Great Britain. Under the fostering care of a generous mother-land, which lavished upwards of \$2,000,000 on its support, during its

first seven years of existence, Halifax at once rose into prominence as an extensive shipping centre, and for a lengthy period its progress was inseparably associated with British military and naval interests. Moreover great commercial advantages had been suggested by the people of Massachusetts as likely to result from the establishment of a favorably located central harbor on the Atlantic coast line. This forecast proved a correct one. The dismantling of Louisburg, the "Dunkirk of America," and the transfer of its garrison, munitions and materials to Halifax undoubtedly led for the advancement of the latter. It was unfortunately the fashion in those old days to depreciate the status of the colonial forces by both the British and French regular army officers, and many ill founded prejudices existed with reference to the



R. N. S. Y. SQUADRON, INTERNATIONAL REGATTA

severity of the climate, and dearth of resources in the more northerly section of the American plantations. The French apparently were more imbued with hope than the English, whose abandonment of Louisburg in consequence of the pessimism of Admiral Warren was the cause of great dissatisfaction in New England where such heroic and self-denying sacrifices had been made to ensure its first capture. Continuous warfare effectively stimulated transportation developments at Halifax and a large trade sprang up between the ports of sister colonies to the north as well as the south. Letters of marque were constantly on the wing, and wealth accumulated rapidly during the Napoleonic wars. With peace came a reaction of activity and some lean business years ensued. The town, however, was now fairly on its feet, and the

fishery industry which had been the leading feature of the Whitehall advertisement inviting the original settlers, was more vigorously undertaken, and a large and lucrative trade with the West Indies and the Spanish main promoted.

The first bank was opened in 1825 and ere long world-wide ventures were enterprised, tea began to be imported direct from China, whaling voyages to the South Seas were prosecuted, and ship building eagerly engaged in not only at Halifax and Dartmouth, but at the head of the harbor in Bedford as well.

Halifax was one of the very earliest in the field to establish steam communication with Europe, the arrival of R. M. S. Britannia in July, 1840, at the Cunard pier, being the inauguration of the now famous Cunard Line. The first railway was operated at Albion Mines



BAND KIOSK, PUBLIC GARDEN

in 1830 and soon a more ambitious project began to be agitated. In 1854 Joseph Howe turned the first sod of the Nova Scotia Railway, now known as the I. C. R., or People's Road, which, with its connections, constitutes a leading link in an imperial chain of communication, from the Atlantic to the Pacific, as designed by the idol of the populace, its Haligonian champion.

In a consideration of Halifax from the modern view points, the superlative advantages of its spacious harbor emphasize its commercial importance in a marked degree. Descriptions hardly do justice to Halifax harbor; it needs to be seen. Sixteen miles long, one to two miles wide, eight to twelve fathoms deep, twenty square miles in extent including Bedford Basin, the highest marine authorities have pronounced it "one of the finest and safest deep water harbors in the world." McNab's Island, three miles long, affords perfect shelter and the shore

line taking in the Eastern Passage and the Northwest Arm covers between forty and fifty miles.

The Eastern passage interests United States' visitors in recalling the escape of the Confederate steamer Tallahassee from the clutches of a Federal squadron on the watch in the outer roadstead during the War of Secession. The entrance from the sea is five and one-half miles wide, and the fairway from Chebucto Head, within an hour of the city piers, is clear and free from obstruction or delay. The Quarantine Station at L'Anse-au-Loup Island is beyond criticism, ideal in every respect. The development of the giant freighter and the colossal passenger liner of 20,000 to 30,000 tons, but enhances the capacity of Halifax Harbor, instantaneously available, at any state of the tide, and at any hour of the day or night. A haven it is, in very sooth, for the limp greyhound of the Atlantic after a tussle with mountain seas in



PURCELLO COVE

rough weather. Ah! only to reach Halifax, with its massive dry dock, and its wealth of appliances for repair has often been the fervent if unuttered prayer of hope for weary storm-tossed commanders bowed down with the responsibility of hundreds of lives and thousands upon thousands of valuable cargo. At a certain transit position on the Western Ocean, Halifax is the nearest and most easily accessible port for either eastward or westward bound tonnage, its convenience as a bunker port, from even extreme southern points of the continent of America, having been thoroughly demonstrated.

The shore ends of two ocean cables are located at Halifax in addition to other leading cable and telegraphic facilities in direct communication with every port in the civilized globe. Wireless installations at Camperdown, just outside the city, in constant touch with Sable Island, place Halifax in the

role of a veritable sentinel of the North Atlantic in the transmission of marine intelligence. There are 40 piers and wharves along the four mile water front, nine of which are efficiently equipped under Government control to accommodate the largest steamers afloat. These up-to-date arrangements can be duplicated on the Dartmouth side where several equally commodious piers are already in evidence and projected. The railway terminal facilities are constantly being augmented, year by year, and live citizens look forward to the day when the "whistle of the Hong Kong train" will sound at every pier on the water front along its entire length.

Four lines of railway arrive and depart daily, soon to be followed by a fifth, and on the completion of the National Transcontinental a sixth, on three of which passengers will be able to book for the Pacific. About 20 lines of steamers utilize



MELVILLE ISLAND

the port on regular schedules in summer, and in the winter half a dozen other lines besides. The latest additions are direct lines to Mexico, South Africa and France. The arrivals and departures, foreign and coal wise, have averaged about 10,000 to 11,000 in recent years, with an aggregate tonnage of three millions. With the exception of Japan and China the flag of almost every nation in the world may be seen at one time or another during a given year in the harbor. In the matter of commercial intercourse with the Antipodes, the commercial agent of Canada at Sydney, New South Wales, has advised the Department of Trade and Commerce at Ottawa that ocean transit (especial for Canadian manufactured goods) between Canada, Australia and New Zealand is more desirable via the Atlantic

than by the Pacific. The exports of Halifax from the latest annual returns approximate \$6,000,000; fish leading with close upon \$4,000,000, agricultural products and animals about \$3,000,000, lumber rather under the normal average of \$1,000,000 and manufactures rather over three-fourths of a million. Apple shipments footed up 370,000 barrels, potatoes 527,000 bushels.

The chief items in the imports are sugar and molasses, which figure rather over \$3,000,000. 432,000 barrels of flour were received during the past year and 440 cars of oats. The valuation for Civic Assessment for 1904-05 was not quite \$27,000,000 and the rate \$1.60 per \$100. The Civic Debt including Water Debt is slightly over \$3,000,000. The enumerators for McAlpine's City Directory, record 17,205 individual names, which multiplied



MAIN PROMENADE PUBLIC GARDEN

by three, places the estimated number of inhabitants for the current intercensal period since 1901 at 51,885. Including Dartmouth and the garrison now composed of Canadian citizens, the total population is understood to be about 60,000. The administration of the affairs of the City of Halifax is in the hands of a Mayor and Corporation consisting of 18 aldermen, representing six wards. A convention of the mayors and representatives of Canadian cities and municipalities was held at Halifax in August for mutual counsel and deliberation. Several of the visitors covered between 5,000 and 6,000 miles to attend, giving some idea of the importance of the gathering. A handsome device over the vestibule of the City Hall, electrically illuminated at night, bore the words, "Municipal Home

Rule"—Our Motto—"Welcome." Among other lavish entertainments by the citizens, a complete circuit was made of the harbor and all its inlets by the Government S. S. "Aberdeen," winding up with an aquatic pageant of illuminated boats and canoes on the Northwest Arm. The fairy-like scene made a vivid impression on the visiting mayors and representatives.

The prevailing problem of municipal ownership and operation of public utilities is being threshed out in Halifax with a vigor and determination equal to that of any on the continent. The water supply of the city is the only franchise entirely owned and controlled by its inhabitants. The service is far and away beyond the average in efficiency, both for household use and fire protection, while the rate of



ANNAPOLIS BASIN AND DIGBY GUT

four dollars is one of the most moderate on record. Meantime the department pays all running expenses and is gradually extinguishing the water debt, which is about one-third of the gross city obligations. In comparing a long established community in the East, with the inception of an entirely new one in the West, it is obvious that the later arrival is altogether free from old barnacles to progress and time-worn prejudices, and ready to adopt up-to-date methods without hindrance to the body politic. The fire department of Halifax ranks deservedly high, as the fire record of many years of more than average immunity fairly demonstrates. The legislature provided nearly \$60,000 for additions to its equipment during the last two sessions. The police force evoked well merited encomiums for its personnel, discipline and management from members of the Canadian Municipal Union during their investigations.

In proportion to its population, Halifax has an unusually large street mileage, considerably over 100 miles. For street improvements, pavements and sewerage, no less than \$200,000 is being judiciously expended, so that the city gives promise of being a model one in this respect in a comparatively brief period.

The Halifax Board of Trade is one of the most progressive "parliaments of business" in the Dominion of Canada, with substantially furnished quarters in the heart of the commercial district.

The Halifax Electric Tram Company operates an up-to-date service by a main line closely connecting with a belt line, covering all the leading thoroughfares. The H. E. T. Co. also provides electric light and power, together with gas for the whole city. Financially the credit of Halifax may be judged from the fact that its last issue of 4 per cent. bonds resulted in an ac-

ceptable civic "nest egg" over and above par.

Halifax has six chartered banks, three being local institutions with a paid up capital of \$7,500,000 and reserve of \$9,343,752. The paid up capital and reserve of the three outside banks is \$46,100,000. The agencies of the home banks spread out like a fan in all directions, from the distant Ynkoo to Mexico, Cuba, the West Indies and other points near the Equator. One of the outside Canadian banks has 137 branches throughout the Dominion in addition to branches in London (England), New York, San Francisco, Portland (Oregon), Seattle and Skagway in the United States. There are also several private banking houses, trust and loan companies, etc. The bank clearings in 1904 were over \$60,000,000 at Halifax.

The industries of Halifax stand eighth in the list of Canadian cities on the testimony of U. S. Consul General Holloway. The fishery industry naturally heads the procession. The foremost mercantile enterprise is also distinctly maritime—the dry dock, one of the largest and most thoroughly equipped on the continent.

The mineral industry of the whole Province naturally converges at the capital, for a material share of its management and distribution. In domestic manufactures clothing, paint and lead, boots and shoes, flour mills, biscuit and confectionery, spices, powder and explosive mills, iron foundries, stove works, brushes and brooms are all represented on a more or less extensive scale. The question of new industries is a burning one in the city of

Halifax at the present moment and prominent citizens in conjunction with the City Council and the Board of Trade are engaged in persistent efforts to utilize the manifold advantages of accessible raw materials and exceptional transportation facilities inwards and outwards at their very doors, for distribution to near by home markets, Newfoundland, Great Britain, the United States, West Indies and Mexico, with European, South African and Australasian outlets as an ultimate field for expansion.

The public buildings and scenic attractions of Halifax city are so amply set forth in a plethora of illustrated tourist guide books that detailed descriptions would be but "a twice told tale." The Province Building in the centre of the city, Government House, the New Custom House, Post Office, Victoria Hospital, Blind School, Dalhousie College, City Hall, Deaf and Dumb Institution, Infirmary, Endist Seminary, Convent of the Sacred Heart, Mount St. Vincent, Academy of Music and others in addition to thirty-nine churches, twenty six public schools and eighteen charitable institutions constitute a group of which any city, ancient or modern, might well be proud. Many of the places of worship are of deep historical interest, notably old St. Paul's, the Round Church and the quaint little Dutch Church with its chicken-cock spire. The Round Church, Town Clock, and Prince's Lodge are cherished reminders of "ye olden time" when Prince Edward, Duke of Kent, grandfather of King Edward VII, lived and moved and had his being for several years in Halifax as Commander-in-chief

of the troops in garrison at the beginning of the last century. The Public Gardens and Point Pleasant Park exhibit so many points of picturesque beauty and artistic taste as to elicit unstinted appreciation from the most exacting critics. Old St. Paul's Burying Ground is an object of great historic interest as the resting place of early dignitaries and officials in pre-revolutionary times. It also contains the Welsford and Parker Monument, one of the most imposing military memorials in the Dominion. Fort Massey, the Naval Cemetery and the Little Dutch Burial Place are ancient cities of the dead, replete with associations of the past. A noble life-like statue of Hon. Joseph Howe, Nova Scotia's most distinguished son, adorns the southern area of the Province Building grounds. It is also proposed to erect a statue of another eminent citizen, Sir Samuel Cunard, a Greenbank. Among others who have left enduring fame as a just inheritance, Hon. J. W. Johnstone, Sir William Young, Chief Justice Halliburton, Sir Fenwick Williams of Kars and Sir John Inglis, the defender of Lucknow, will also doubtless have their memories honored at no distant day. A Boer War Statue at the northern area of the Province Building and another in the Public Gardens, with the Victoria Jubilee Fountain Memorial at the same place, are sacred objects of regard fittingly decorated on anniversaries and special occasions.

There are numerous libraries, including the Citizens' Free Library in the City Hall. The hotels are over fifty in number in addition to restaurants and apartment houses

in desirable residential sections. The Halifax, Queen and King Edward are among the largest hotels. The Waverley has long been a pronounced favorite with Americans, owing to its excellence of management, home comforts and agreeable surroundings.

The city has two up-to-date clubs, elegantly appointed in substantial buildings. A Yacht Squadron Clubhouse and grounds, four good rowing clubs, housed and equipped on modern lines, Wanderers and other amateur athletic associations, Stodley Quoit Club of international repute, besides numerous other organizations for recreation in a high state of efficiency. The speed track at the Exhibition Grounds is admitted to be one of the best in Canada.

To appreciate the scenic attractions of Halifax, a drive or walk around the ramparts of the Citadel affords the most comprehensive view. There are few more charming landscapes in any part of the world than the panorama of sea, sky and land in sight from vantage points on the road and foot path encircling the moat of Fort George on a summer day. The coup d'oeil changes like a kaleidoscope of Nature every few yards, here the whole city at a glance with its church spires and loftiest buildings interspersed with foliage, there in the foreground the wide expanse of the harbor, with a cruiser squadron swinging at anchor, Bedford Basin on the one hand, the Eastern Passage on the other like a silver thread, amid the grassy slopes and luxuriant miniature forest of McNab's Island, and in the distant perspective a clear, full view of

Dartmouth, with a glimpse of the First Lake. York Redoubt too, to rivet the eye-feast, with its picturesque winding road, capped by a generous stretch of the broad Atlantic in the farther beyond. The western circumference of the Citadel roadway gives a far reaching bird's eye view of the Public Gardens, Camp Hill Cemetery, the North West environs, the Exhibition Buildings and in the distance, undulating hills and tree-clad heights, clothed with the smiling farms and cottages of the Dutch village. The approach by sea supplies a succession of marine views almost as striking and proves an unfailing source of admiration to visitors. Dryden's version of Virgil typifies the site of old Chebucto all down the centuries.

"Within a long recess there lies a Bay,
An island shades it from the rolling sea
And forms a Port secure for ships to ride,
Broke by the jutting land on either side."

In addition to its physical beauty Halifax Harbor is a grand commercial asset not only for its residents, but for the Province and the whole Dominion as well. A great change has taken place in Halifax during the present year in the transfer of its extensive fortifications by the British Government to the Dominion authorities at Ottawa. The garrison is now manned entirely by the Canadian Permanent Army Corps, a few officers of the Imperial forces remaining for purposes of instruction. The British drum beat, which has been a familiar sound for 157 years has ceased, the Canadian Department of Militia

and Defence taking full charge. The conditions of the transfer are not definitely known to the man on the street, but it is generally surmised that something more or less in the nature of a trusteeship governs the situation. Hopes are entertained in many quarters that the withdrawal of the over sea military element will eventually have a salutary effect in developing a more self-relying and go-ahead spirit. Varying opinions exist on this point as the associations of social intercourse which became part and parcel of the daily life for a century and a half have naturally brought about a community of interest not only with the officers of the many distinguished regiments serving on the station, but also with the rank and file. Rarely has a battalion left the city without a number of its members having secured life partners from among the fair daughters of Acadia, so that it will be considerable time before interest in the personnel of the British Army diminishes in many family circles high and low. That the traditions of the Imperial Service will be fully maintained by their Canadian brethren in arms may be taken as a foregone conclusion.

With its guardians native to the soil, the well-known quotation from Bishop Berkeley's ode "Westward the course of Empire takes its way" will have for the young Dominion a wider significance beyond the West through a chain of communication from Halifax to Vancouver—twin gateways of twin seas.

