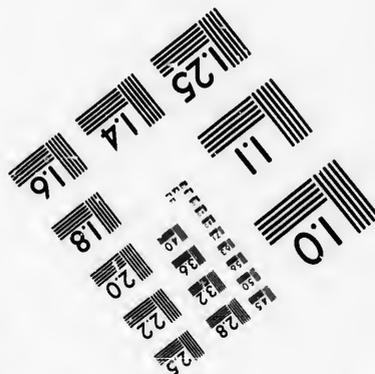
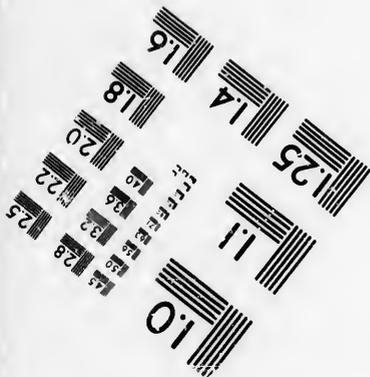
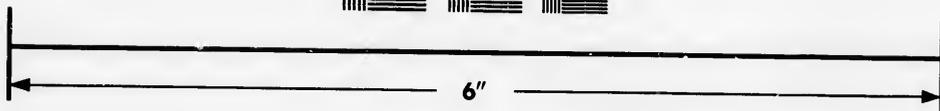
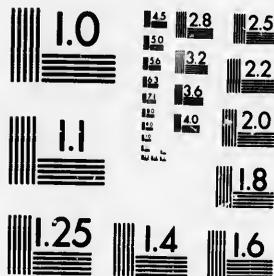


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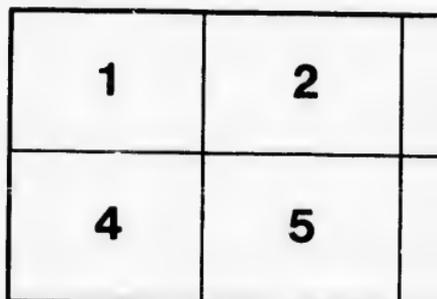
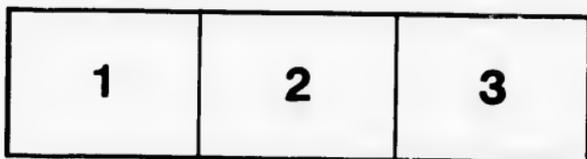
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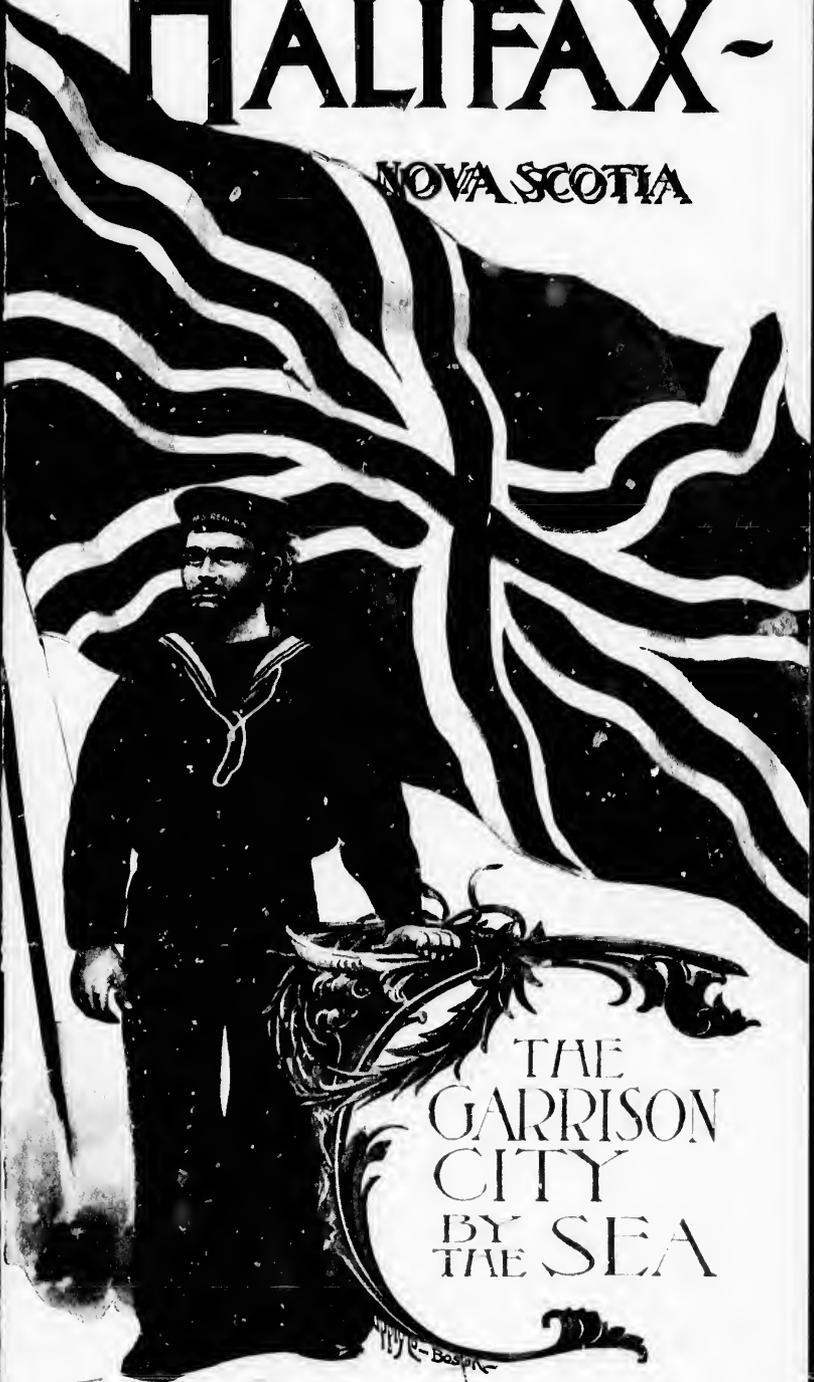
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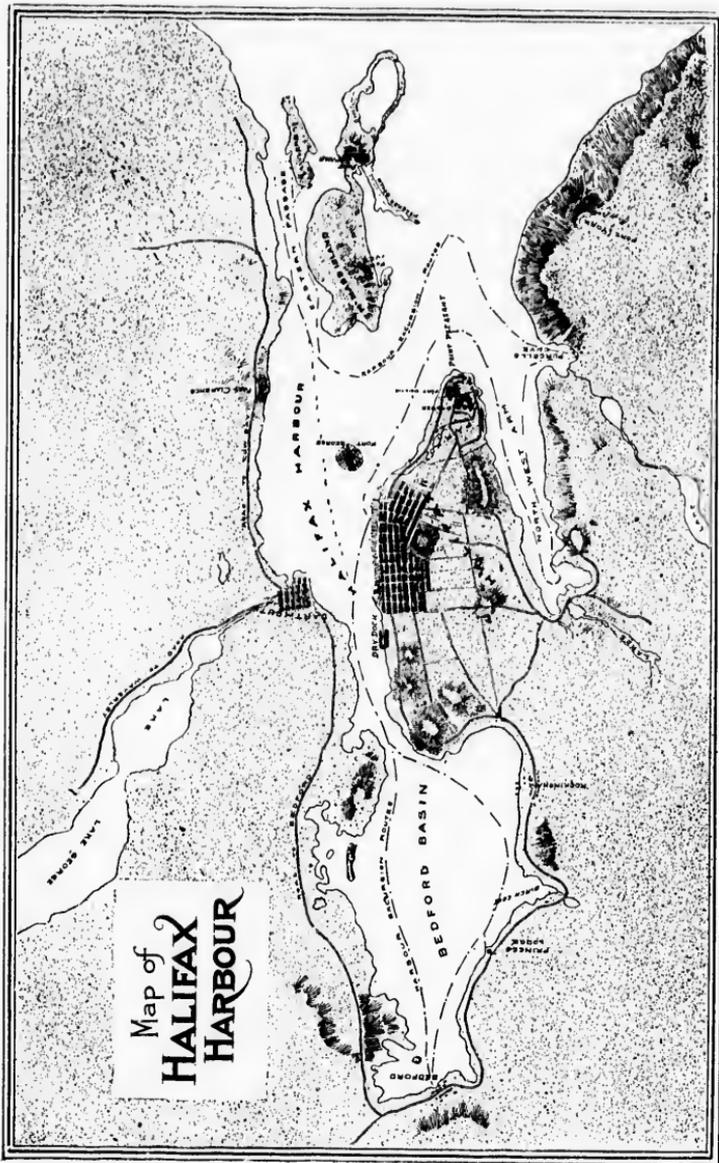


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INTRODUCTION.



THE trend of summer travel during recent years to the province of Nova Scotia, familiarly known as "Acadia," has brought forth so many enquiries for reliable information and descriptive matter regarding the place, that the public-spirited citizens of the "Province by the Sea" decided to inaugurate the Nova Scotia Tourist Association, with headquarters at Halifax, for the purpose of tabulating such data regarding the city and province as would be appreciated by prospective visitors; and also to establish an office in the central part of the city where enquirers could obtain detailed intelligence regarding Hotels, Boarding-houses, Transportation, Sports, etc., and all other information which the average traveller is likely to need regarding the city and province.

Though not as complete in all its details as we would like it to be, yet we think that he who peruses this little pamphlet carefully can not fail to be favorably impressed with the manifold attractions of the place.



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Halifax on the Map.

A STONE laid in Her Majesty's Dockyard states that the latitude and longitude of Halifax are respectively $44^{\circ} 39' 26''$ N. and $63^{\circ} 37' 48''$ W. The city is built on the eastern side of a triangular-shaped peninsula three miles long and a mile and a half at its greatest width. The neck of land that connects it with the mainland of Halifax County extends half a mile from the head of the Northwest Arm to the waters of Bedford Basin—an oval expansion of the harbor beyond the Narrows. The classic Northwest Arm is on the rear, and on the east the rippling waves of the best seaport in the world wash against the wharves of Halifax.

To the north of the city is Fort Needham, still showing in its grass-grown mounds the abandoned earthworks once thrown up to defend the early settlers against either French or Indian invader. On the south, in contrast to this fort of the past, is Point Pleasant, with two batteries of today and manned by the Royal Artillery. Down the harbor's sides and on George's and McNab's islands are a half dozen other strong fortifications.

Halifax is easy of access. It can be reached from Boston in twenty-four hours, from New York in thirty hours, from St. John in eight hours, from Montreal in twenty-four hours, and from Toronto in thirty-four hours.

It is midway between Cape Breton's charming lakes and frowning mountains on the east, and the Land of Evangeline and Nova Scotia's beautiful South Shore to the west. By finely equipped railroads the traveller may go east, north or west. Comfortable steamers skirt the southern shore westerly to Yarmouth; easterly, also, he may take passage by steamers, and in that direction, too, taste the pleasure of Atlantic voyaging while feasting the eye on the rugged beauty of Nova Scotia's deeply indented coasts. Loveliness and novelty will greet him at every turn.

Halifax is the seat of government in Nova Scotia. Here the legislature makes laws in provincial affairs, and here the courts administer laws federal and provincial. Here the lieutenant-governor resides. Here the general officer commanding the British forces in North America has his headquarters, and here are stationed the imperial troops. Here in summer rendezvous the splendid fleet of British warships commanded by Admiral Sir John Fisher.

Such is Halifax in location and environment. Her winters are moderate and her summer days are balmy, bright and breezy—every hot hour tempered by refreshing ocean winds, every night cool enough to make a blanket a source of pleasure to the wayfarer courting nature's sweet restorer.

W. R. McCURDY.

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BIRD'S-EYE VIEW OF HALIFAX.

A Bit of History.

HALIFAX was founded in 1749, by English colonists under the leadership of Colonel Edward Cornwallis. Previous to the settlement, the harbor had only been visited by a few storm-stayed fishing smacks. In 1746, the Duc d'Anville's shattered and fever-stricken armada had sought shelter there, and the broken-hearted commander died, some say of poison; and his successor shortly after committed suicide. When Cornwallis arrived, the skeletons of some of d'Anville's men were found beneath the trees, while thousands lay buried in trenches near the shore. For some time the Indians were a constant source of anxiety to the inhabitants, and they murdered several who straggled outside the pickets of the town.

Dartmouth, on the opposite side of the harbor, was attacked by night by Micmacs under the direction of French Acadians, and a number of the settlers were killed and scalped. This hostility had much effect in retarding the growth of the town. To aid in defending the settlement, a blockhouse was erected on a commanding eminence now known as Citadel Hill, and others were built in various advantageous positions. The modern fortifications which surround the town are evidences of the great importance of the position as a naval and military station.

St. Paul's church, commenced in 1749, is probably the oldest building in Halifax, and its history is most interesting. The quaint Dutch church was built about six years later as a place of worship for the German settlers who resided in the northern suburbs. The legislative building, erected in the early years of the present century, was once considered the finest building in America. At the close of the American revolutionary war, the population of Halifax was greatly increased by loyalists from the United States, and we find many New England names represented among the citizens of today. Old St. Paul's cemetery and the church records afford rich stores of information for American genealogists.

Halifax has been the rendezvous of many fleets on their way to attack the French strongholds in Cape Breton and Canada. At such times the place presented a busy scene, the roadstead being filled with battleships and the streets thronged with troops.

The most picturesque figure in Halifax social life was H. R. H. the Duke of Kent, father of Queen Victoria. For a number of years he was stationed here as commander of the forces. His summer residence was a most imposing and beautiful one on the shores of Bedford Basin, a few miles from the city, and there he lived in semi-regal state. The winding paths of this once magnificent estate can yet be traced among the trees, and the old band house remains until this day. Innumerable stories of the duke's life are extant, and the whole place is steeped in the glow of romance.

HARRY PIERS.

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Provincial Building

ST. PAUL'S CEMETERY

ST. PAUL'S CHURCH

Government House

OLD DUTCH CHURCH

VICTORIA PRINCE'S LODGE

A Naval Sketch of Halifax.



THE naval history of Chebucto Harbor, for so Halifax was first known, is most interesting. It was early known to the French, who have the singular aptitude of selecting the most commanding and available situations, whether military or naval posts or for commercial purposes; as, for instance, Louisburg, Quebec, Montreal, Chicago, St. Louis, etc. After the capture of Louisburg in 1745, by the New Englanders under Pepperell and the fleet under Commodore Warren, Halifax was used as a base by the French fleet, under the Duke d'Anville, to recapture Louisburg. Four years after this, Cornwallis followed with his settlers of old soldiers and sailors, and, landing first at Point Pleasant, chose the present site inside of George's Island for the future town, as affording better protection for shipping, by utilizing Citadel Hill. The war between England and France, commencing in 1756, followed soon after and Halifax—like the stormy petrel—is always to the front in troublous times. Its greatest advancement in population, wealth and business has resulted from naval warfare.



H. M. S. RENOWN.

Here in 1758, Admiral Boscowan, with Generals Amherst and Wolfe, collected a fleet of nearly one hundred and fifty men-of-war and transports and sailed to the conquest of Louisburg, which, after its capture by the New Englanders in 1745, had most unaccountably been surrendered again to the French by the treaty of Aix la Chapelle.

Lord Nelson was no stranger to Halifax Harbor, and was on this station from 1775 to 1785. The war of the Revolution brought wealth and prosperity to Halifax, and in 1775 arrived the garrison

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and fleet from Boston. So, during the war from 1812 to 1815, as well as during the long Napoleonic wars, Halifax was the chief naval station on this side of the Atlantic of the Royal Navy.

Two interesting naval duels are connected with this place. I refer to the fight between the *Shannon* and *Chesapeake* and that between the *Boxer* and *Enterprise*. Both English ships sailed last from Halifax. In both fights the captains were killed or desperately wounded. The conqueror in each case carried his prize into port, and in each case both were fairly matched; both occurred about the same time and salved the feeling of each side, as honors were easy.

The war between the States again brought Halifax to the front. Often during this struggle three or four blockade runners could be seen in the harbor. There was no mistaking these long, low, lead-colored "knight errants." The occupation, independent of any mercenary gains, was exciting and drew into its employ some of the most distinguished officers of the British navy.



AN OLD TIMER.

Though not part of its naval history, still something of interest is the fact that a Haligonian, Samuel Cunard, organized the first line of steamships across the Atlantic, and that Halifax was the first calling port on this side.

Halifax since its foundation has been the headquarters of the North American fleet, and the dockyard is as old as the town. The fleet is at present commanded by Vice-Admiral Sir John Fisher, K. C. B., a distinguished officer, who, commencing with the Crimean war, has seen service in every part of the world.

His flagship is the first-class armored battleship *Renown*, twelve thousand tons, fourteen heavy and thirty light or quick-firing guns, seven hundred men and officers. Some ten or twelve other smaller ships comprise the fleet. During the summer months, the flagship and others are regularly in port, and are open to visitors at stated times.

J. TAYLOR WOOD.

Her Majesty's Army.

FROM a military point of view, Halifax is one of the most important positions in the British Empire. Its foundation is said to owe its origin to the people of Massachusetts, who recognized that Annapolis Royal was inadequate to cope with the pretensions of the French to obtain the mastery of the new world. The cession of Louisburg in 1748 rendered such a step imperatively necessary, and Halifax was in reality a military colony at the time of its settlement.

In its peerless harbor, the armaments destined to bring the whole of North America under British rule were once assembled, and its early records are indelibly associated with some of the grandest achievements in our military annals.

For an unbroken period of one hundred and forty-nine years, a large proportion of the different regiments in the regular army have been quartered here; many of them several times, and it has long enjoyed the reputation of being one of the healthiest and most desirable stations in the British Empire. The command has always been a favorite one, and at the beginning of this century was filled by H. R. H. the Duke of Kent, the father of Queen Victoria.

Many other distinguished officers of high rank have resided in our midst at various periods, and it is no matter of wonder that quite a number of our people should have embraced the profession of arms. The career of some have been signalized by marked distinction, the hero of Kars and the defender of Lucknow being held in high estimation.

The present military establishment consists of a General officer and staff, detachment of Royal Artillery, Royal Engineers, Army Service Corps, Medical Staff, Ordnance Store and Army Pay Departments, and a complete Infantry Battalion of seventy-two officers and about fifteen hundred of all ranks.

The citizen soldiery of Halifax, as might be expected, show a high degree of efficiency, and their parades are a source of pardonable pride to the citizens.

Halifax is the headquarters of the Ninth District, one of the twelve district commands of the active Militia of the Dominion. The force consists of a regiment of Garrison Artillery, a battalion of Rifles, and one of Fusiliers, in all eighty-six officers and one thousand two hundred and forty men.

There are six bands of military music in connection with the regulars and the militia, the regimental band of the regulars of course being of acknowledged superiority, and an excellent model for the other organizations to profit by.

The military manœuvres, sham fights and reviews at Halifax are well worth seeing, and add materially to the enjoyment of visitors.

T. ATKINS.

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The Garrison Church.

THE military parade on Sunday morning, at the Garrison church, on Cogswell Street, affords a picturesque and inspiring scene.

The troops march to the church headed by their respective bands, and the officers and men having taken the places allotted to them, the seats reserved are quickly filled by an eager throng of visitors. The service is choral, and lasts an hour. In addition to the organ, the choristers are assisted by instrumental music from the band, and supplemented by the voices of the soldiers. Familiar chants and hymns in which all can take part are in use, and the inspiring character of the services is fully appreciated by thousands of visitors every summer.

The present Chaplain of the forces is Rev. W. H. Bullock, M. A., who has a medal and clasps for war service in Egypt, having been mentioned in despatches. Although born at Digby, the Chaplain is practically a Haligonian, having been brought up in the city.

The church is a plain and unpretending edifice, utility being the chief object aimed at in its construction. Previous to its erection, half a century ago, the troops were distributed among various churches and buildings engaged for the purpose, the principal parade service taking place at the old historical church of St. Paul's. Several members of the reigning Royal Family have attended the services at the Garrison church at different periods, and a number of distinguished officers of high rank, both in the army and navy, have also worshiped within its walls.

H. R. H. Prince George attended the services regularly a few years ago when on this station, and among other recent honored visitors may be mentioned His Excellency, the Viceroy of the Dominion, and Lady Aberdeen.

The memories connected with Christian soldiers who have worshiped in the Garrison church are cherished by our citizens long after they have fought and died in distant lands. The last words of Maxey Hammond, of the Rifle Brigade, who fell at the Redan, "I am ready," of Hedley Vicars, who also yielded up his bright young life in the Crimea, "this way 97th" of Welsford, Parker, and scores of brave fellows conspicuous for their unassuming religious zeal, will never be forgotten in the quaint old city by the sea.

The benefit and example of Christian workers among its military visitors are still enjoyed by the citizens of Halifax, who, equally with the strangers within her gates, are proud to have the privilege of joining in the religious exercises of the troops at the Garrison church, and swelling the chorus of the national anthem, "God Save the Queen," with which the service closes. After the service the troops parade, and, with their band leading the way, are marched to the barracks.

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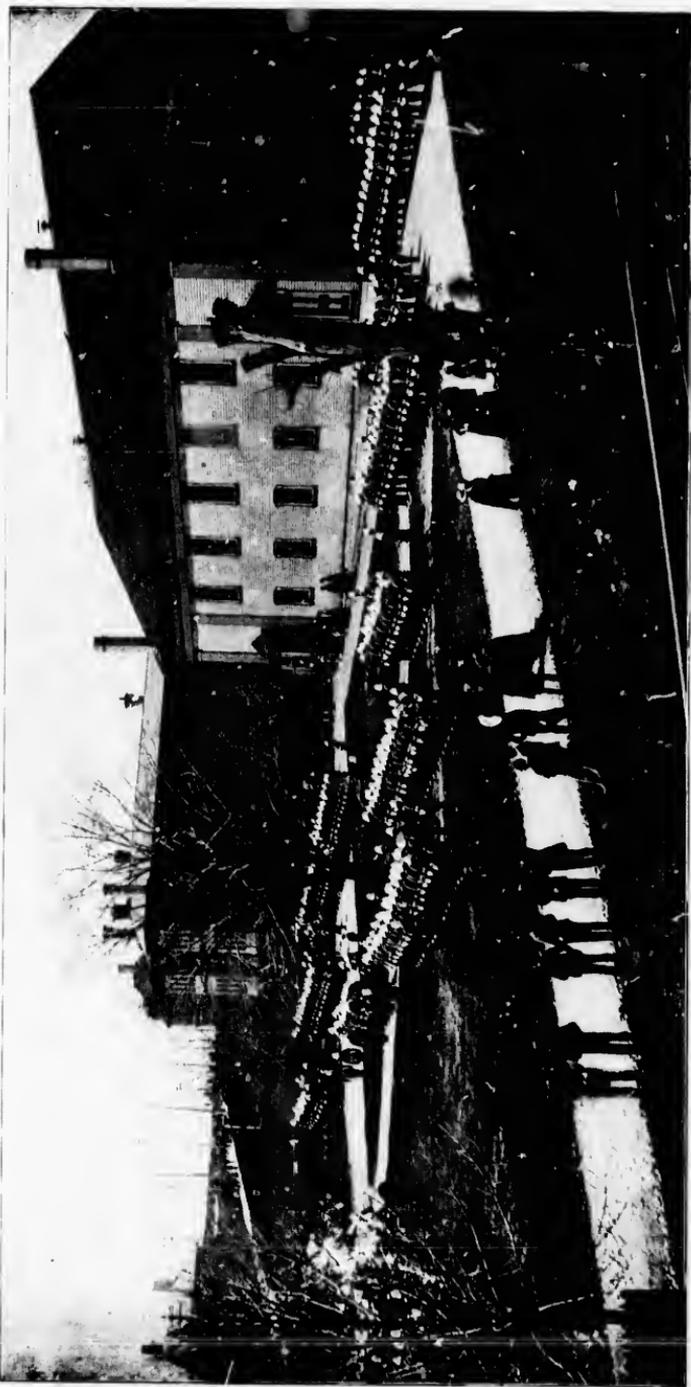
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GARRISON CHURCH.

Fortifications.

THE fortifications of Halifax date from its foundation, but the stockades and blockhouses of the first settlers have been mere memories for many years.

A battery was constructed soon after the settlement, about where the Ordnance property now exists. Another, known as the Governor's Battery, was on the site of the Queen's Wharf of today. A third, of which no trace remains, was erected on the beach at the foot of Salter Street. Next came the Grand Battery,



MARTELLO TOWER.

the embrasures of which are still in good preservation, at the well-known lumber yard.

Further south, similar appearances of an earthwork are in evidence on the sward at Greenbank, a welcome resort for visitors, within easy distance of the hotels, and commanding a magnificent view of the harbor. Fort Massey is now used as a military cemetery, and Fort Needham is little more than a name, although the moat and portions of the work can yet be seen. The site of the Chain Battery at the entrance to the Northwest Arm, just beyond Point Pleasant, is also a favorite spot for visitors, the surroundings being picturesque and romantic. The immense iron ring, set in a solid boulder on the beach, to hold the chain across the water, is yet visible.

A short distance up a steep but well-shaded incline is the Tower, a familiar landmark which has been frequently "taken" by kodaks. Several of these Martello Towers were built at the beginning of the century, Maugher's Beach being one of the most noticeable. The lighthouse was added as a superstructure in 1828. The Tower on George's Island has long been removed, and in its modern equipment it is officially known as Fort Charlotte.

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Cornwallis fortified this island soon after his arrival, and improvements and alterations have been continued up to the present hour. From its shape of a snow shoe, the Acadians called it Isle Racket.

McNab's Island has two works,—Ives Point Battery and Fort McNab, looking seaward. Among many delightful places of interest in the environs, McNab's, formerly called Cornwallis Island, stands pre-eminent, the coves and nooks on the Eastern Passage offering great attractions for yachting, boating, picnics



CITADEL HILL.

and chowder parties. York Redoubt, formerly a tower, from its dominant sweep of the entrance of the harbor, has been compared to the Dardanelles, and it is now a fortification of the first rank, up to date in every particular.

The views from Falkland Village are superb. Fort Ogilvie, Fort Cambridge and Point Pleasant Battery, on the Halifax side in the park, and Fort Clarence on the Dartmouth side, are among the other harbor defences.

The great central fortress, however, is Fort George, on Citadel Hill. The summit was originally eighty feet higher than at present, but its commanding position is apparent at a glance. The views around the path at the top of the glacis can hardly be surpassed on a fine summer's day.

A. M. PAYNE.

The Harbor, Basin and Northwest Arm.

HALIFAX Harbor, proper, commencing at an imaginary line drawn from Sandwich Point to Maugher's Beach, opens from Chebucto Bay and thence to the Narrows, about six and a half miles. It is narrowed at Point Pleasant to a half mile in width and then gradually increases to one and a quarter miles until at the entrance to Bedford Basin, where it decreases to about a quarter of a mile in width.

Sheltered as it is by McNab's and George's Islands, the harbor affords at all times a perfectly safe anchorage for vessels in from eight to twelve fathoms of water. On its western shore is located the finest dry dock in America, which has a capacity sufficient to accommodate the largest ship of Her Majesty's navy.

Point Pleasant divides the harbor proper from the Northwest Arm, a body of water two and a half miles in length and from a quarter to three quarters of a mile in width, along the banks of which one finds the most beautiful scenery that can be imagined.

The hills adjoining the Northwest Arm are surmounted by fine residences, the owners of which take great delight during the summer months in boating, bathing and fishing; the facilities for such sport being unequalled elsewhere in British North America.

Above Point Pleasant on the eastern side, Halifax Harbor is divided by George's Island, a perfect emerald gem in its setting. This island is strongly fortified, and only those who have a permit from the Imperial Government are allowed to set foot upon its shores.

The appearance of Halifax Harbor, more especially when Her Majesty's fleet is in port, is an animated one. Halifax has long been celebrated for its yachting and boating advantages, the gradual rise and fall of the tide, and the prevailing southwest winds in summer, making it safe for even a novice to navigate about with but little prospect of a mishap.

Bedford Basin is an ideal spot for both rowing and yachting. It has several good hotels along its shores, which, during the summer season, are continuously filled with visitors from the United States, Western Canada, and elsewhere.

Among the objects of particular interest about the Basin is Navy Island, on the western shore, where it is said that several French man-of-war ships were sunk in one of the old time conflicts between that nation and Great Britain. There is also an island at the head of the Basin, that is totally uninhabited, and would be most suitable for camping out purposes.

Every visitor who has spent a few days cruising about Halifax Harbor or Bedford Basin, on either a steam launch or sailing yacht, can go away feeling assured that he has seen and navigated one of the finest, if not the finest, inland bodies of water on the face of the globe.

JOHN E. BUTLER.

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A Yachting Paradise.

THE chief glory of a seaport city should be the sea itself. Nature has been generous to Halifax in its setting. Almost an island, but for the narrow neck not much over a mile in width joining it to the mainland, the sea washes every side of it, and beautiful as the surrounding waters are,—the Arm, the Basin, the harbor itself,—perhaps the most charming spot in them all, and certainly the most suitable for its purpose, is that on which the Royal Nova Scotia Yacht Squadron has placed its modest little club house.

The view from the roomy veranda is superb, the wooded promontories of the Park to the right; in front and to the left the shores of the Dartmouth side and the Eastern Passage, and



the lovely woods of McNab's Island with Maugher's Beach and the Lighthouse running far out into the broad channel.

To see the squadron in its glory, however, one should visit it on Saturday afternoon. It is a keen sporting club, and every Saturday during the summer there is a race. If a visitor could drop in about half past one, he would find a scene of utmost activity.

The southwest summer sea breeze is just beginning to pipe up in earnest. Here in the lee of the club house and the land it is comparatively calm, but the dancing whitecaps out in the open, and the fringe of surf along the McNab shore, set the yachtsmen speculating whether or not a reef tied down would be a good thing.

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The yachts are all under canvas, some at their moorings tugging and sheering as though themselves impatient to be off, and some already under way, taking a preliminary spin to try the strength and direction of the wind.

As the time to start draws on, all the yachts are under way, and presently the five-minute gun sets them circling about the



starting line eager not to lose an instant when the second gun sends them across the line in a cluster. One of the illustrations gives a snap shot from the veranda of such a start. The races are all in open water, and yet perfectly in view from the club grounds and the shores of the Park.

The large boats go over the course partly inside and partly outside. Ladies' day is the rule on Saturday afternoon, and the ladies make full use of the privilege. By the middle of the afternoon, the little club house is packed with them in smartest



gowns and daintiest head gear, and the amount of nautical lore poured forth, is calculated to fill one's soul with awe.

The excellent band of the flagship is commonly to be found at the Squadron on Saturday afternoon, adding greatly to the general enjoyment of those present.

F. II. BELL.

A Dip in the Briny.

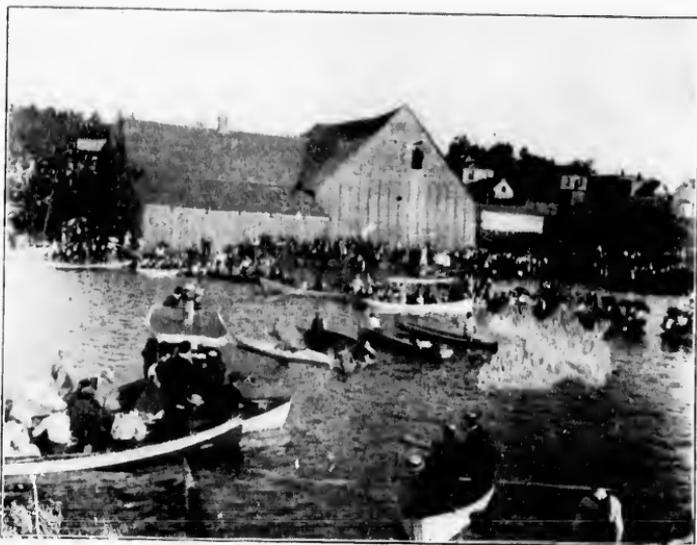


ALIFAX has inaugurated a system of modern bathing houses on the shore line of the attractive North-west Arm and the equally beautiful approach to the Narrows between the harbor and Bedford Basin, all within easy reach by the efficient electric tramway.

There are also ideal spaces at various points on the harbor and opening out to the sea at Green Bank, and other convenient localities, where bathing can be en-

joyed, with the blue sky for a canopy and purple hills for a curtain, while the sandy bottom glints in the sunshine.

North, south, east and west, this open-air bathing in the purest salt water fresh from the Atlantic, with invigorating sea breezes, combine to render it a veritable elysium, most bracing to jaded nerves. In some of the shady retreats with which the shore abounds, the lover of the noble art of swimming can enjoy a delightful *dolce far niente* reclining on the grassy slopes that mark the line between land and water. With the enclosed bath houses which are being erected, there need be no danger, for in the



adapted advice of an old saw, "expert swimmers may venture more, but timorous folk can keep near shore" while the strong, vigorous swimmer can stroke out to his heart's content and realize the keen sense of pleasure imparted by cleaving the liquid tide at

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will. There is ample room for all on both sides of the harbor, with the satisfaction of knowing that the long Atlantic swell which rolls in from the ocean is continually renewing a supply of the briny element, the "unbeginning, endless sea."

Tradition relates that before the settlement of the city, the Micmacs and the Acadians, the dusky queans and swarthy braves,



the Evangelines and Gabriels of poetic fame, chose for their bathing ground a picturesque spot on the Dartmouth side known to this day as Sandy Cove, although it does not find a place in Longfellow's far famed idyl. This convenient locality, Dame Nature's very acme of a choice bathing place, is still available



for the purpose. Halifax and its environs bid fair to become famous as a watering place. It is gradually but surely being "discovered," and among numerous advantages available for visitors none are more inviting than its admirable natural bathing facilities.

HENRY D. BLACKADAR.

The Public Gardens.

IF ONE were asked to name the fairest spot of land less than seventeen acres in extent to be found in North America, it would undoubtedly be the Public Gardens of Halifax! Were the chooser the most enraptured adorer of Nature, the most skilful interpreter of the beauty of form and color in flower, leaf and tree; were he familiar with this continent from the crystal caves of the North to the sunlit waters of Panama, and from where the misty vapors of the Pacific look out upon the Golden Gate, to where the Atlantic breaks in everlasting music on Nova Scotian shores—the choice would unhesitatingly be the Halifax Public Gardens! And his choice would be based, not only on the present glory of this pleasure resort, but because that nowhere else could he find such a small portion of Mother Earth which so beautifully shows what Nature and the highest in human nature can together achieve; indeed, it is an illustration of the truth that “man is but a little lower than the angels.”

Thirty years ago these acres that now delight the eye with the radiant beauty of myriads of perfumed flowers and fairest blossoms were but an uncultivated waste, leased by the city to a company for the purpose of raising vegetables. Happily the venture proved a failure, and on resuming possession of the land, the city wisely decided to convert it into pleasure gardens for the people.

By contrasting the present with the past we will more fully appreciate the rare loveliness of which the glimpses on the opposite page give but an imperfect idea. Then, the bare earth, damp and unlovely; now, flower-bordered walks by shady ponds and murmuring fountains, or beneath archways of graceful foliage: then, a basin of stagnant water here and there; now, the “waveless pool that holds within its magic breast the image of the inverted heaven”: then, a stray bird resting on a bit of jagged rock; now, groups of statuary to please the eye and the dipping of many wings in miniature lakes to charm lovers of water fowl.

The gardens contain two or three shrubs placed there at the suggestion of Henry Ward Beecher, who complimented Superintendent Power on the excellent taste and beauty of the whole. Among royal visitors who have been loud in their praises of this enchanted spot, were the Duke of York, the late Duke of Clarence, H. R. H. Princess Louise and the Marquis of Lorne. A splendid fountain was unveiled by the Countess of Aberdeen during Jubilee week in June, 1897. In this idyllic spot, amid a loveliness of nature that is indescribable, there are not only a “million beauties for the eye,” but also “music for the ear,” the blending of the choicest military music with the murmur of falling waters. And to make the paradise complete there is the softer music of tender human voices that whisper the old, old story while, like Evangeline and her lover, they behold “the moon rise over the pallid sea.”

MARGARET GRAHAM.

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Public Gardens
HALIFAX, N.S.

Bicycling.

TO THE summer tourist who travels with or on his bicycle, Halifax and its vicinity offer many attractions. The city itself can be viewed more rapidly, more completely, and on the whole more satisfactorily from the saddle of a bicycle than in any other way. The streets, with the exception of the one on the water front, which is paved with blocks of stone, are macadamized, dry up quickly after rain and make an excellent surface to ride upon. The favorite resort for bicyclists in the neighborhood of the city is Point Pleasant Park. Situated on the extreme southern end of the peninsula and adjoining the residential quarter, this park, with an area of about two hundred acres, and containing about ten miles of first-class macadamized roads, is



within ten minutes' ride of the business centre of the city.

The shape of the park is approximately that of an equilateral triangle, of which one side is bounded on the city, one on the waters of the harbor, and the third on those of the Northwest Arm, a lovely sheet of salt water lying behind Halifax. From Point Pleasant a view of unusual extent and beauty is obtained, and exquisite glimpses of the harbor and Arm are met with at almost

every turn, framed in the emerald setting of the pines and spruces with which the park is filled. The ride around the "Dutch Village" skirts the Arm for nearly a mile, passes through the village, a pretty suburb, and brings one home by way of Bedford Basin, an extension of the harbor, northerly, and the harbor itself in about an hour's easy riding; total distance about eight miles. The run to Bedford at the head of the Basin (about nine miles) is of great beauty. The road skirts the water all the way, and new beauties reveal themselves on every side. The enterprising cyclist may return by the other side of the Basin to Dartmouth and cross the harbor to Halifax by ferry; but, while the beauty of the scenery is well maintained, the road lies further away from the water, and not being so much travelled, is not so good. The total distance is about seventeen miles, and the ride

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can be recommended to the hardy rider who prefers a little hard work in the pursuit of health and pleasure. An interesting variation is afforded by riding from Bedford to Waverley, about five miles, over a fair road through the woods, with picturesque



bits of hill and lake scenery, and continuing by the shores of four beautiful lakes to Dartmouth, a run of about twenty-five miles in all. Other interesting runs with fair roads are to Cow Bay, about eight miles from Dartmouth, where there is a magnificent sand beach, and to the head of St. Margaret's Bay, about twenty-



one miles to the westward of Halifax. The St. Margaret's Bay road is probably the best for wheeling of those mentioned outside of Halifax, but it does not possess so many recommendations from the scenic point of view.

W. A. HENRY.

With the Camera.

THE amateur photographer can find in Halifax and vicinity many subjects of interest that will add variety and novelty to his collection. The "Green Market," on a fine Saturday morning, affords opportunities for many picturesque groups, particularly among the Indian basket makers and the colored folk from Preston, with their berries, vegetables and other farm products. Early in the morning is the best time, and a tripod will be useful, as most of the groups will be in shadow. For other topographical views I would suggest first, the Citadel. Here, on a fine day, twelve plates can be expended to advantage in making a panoramic picture, as a complete view of the entire city and surroundings in every direction can be obtained. The best time is after 2.00 P.M., during the months of July and August. The Public Gardens offer many interesting subjects. The Band Stand, Small Duck Pond at Spring Garden Road gate, Lily Pond, Lake, Grand Entrance and Avenues.

For marines, the harbor frequently presents many picturesque scenes. The warships at anchor are worth getting. These can be secured from the harbor steamer which passes them on its regular trips; and another way is to engage a rowboat from the North End Slip, or get permission to take one from the wharf in the Dockyard. The light is good for this from 11.00 A.M. to dusk. The R. N. S. Yacht Club Pier is an interesting place any fine Saturday afternoon, as there are races every week, starting at 2.00 P.M.

The photographer's paradise in this vicinity, however, is Purcell's Cove, a beautiful spot reached by a ferry (rowboats) from Point Pleasant. Wheel or drive to the Point, taking the shore road, or take the cars to Green Bank, and ten minutes' walk from there will bring you to the ferry. At least one dozen plates can be exposed here, every one entirely different, and every one a picture. On landing at the ferry take the road north as far as the settlement at the Point. Returning, go to the top of the hill until you reach a large flat rock, taking the path by an old unoccupied house. Then take the main road back to the little house at the head of the ferry, carefully observing all the little nooks and corners along the shore and the different views from the hill. Follow the old road to York Redoubt (the big fort), taking in Falkland Village and Ferguson's Cove on the way, and from York return to Purcell's Cove by the new road. The round trip will be about three miles, but the variety, novelty and beauty of the scenery will amply repay anyone for the tramp. A whole day could be devoted to this excursion, as the many interesting spots on the way will take considerable time in studying the best points of view.

He who selects the best from the above subjects will have a series of pictures well worth the little labor entailed in securing them.

E. A. WILSON.

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Interesting Points to Visit.

Academy of Music, on Barrington Street, foot of Spring Garden road, is the principal opera house of the city.

Bedford, a suburb, distant from the city ten miles. Railway connection from North Street Station; also reached by steamer and carriage roads.

School for the Blind, on the corner of South Park and Morris Streets. Visitors are welcome at all times.

Chain Rock, on the east shore of the Arm, and immediately at the foot of the road leading down from Martello Tower, is the remains of an old English fort; the Seven Bunkers the site is now called, presumably from the seven hillocks which formerly served as bastions of the fort; below this on the shore and reaching out into the sea is the Chain Rock. At the time of the French and English war, when the city was founded, a chain was stretched across the Arm to prevent the entrance of ships of foreign powers. The staple and bolts remain to this day. This is a favorite bathing spot, as is also the cove to the right, known as Sandy Cove.

Cow Bay, distant from the city eleven miles. This is a noted summer resort, with splendid surf bathing and fine sandy beaches. Take ferry to Dartmouth, where conveyances of all kinds may be obtained.

Citadel. The citadel covers the summit of the hill upon which the city is situated, and is a fortress of the first class according to the standard of the old school. Within its massive walls are bomb-proof barracks capable of accommodating a large number of troops. A splendid view of the city and of Dartmouth may be obtained from its heights. At noon and half-past nine at night a cannon is fired, which is correct city time. Over the entrance gates to the citadel are two mortars which were captured from the French at Louisburg, Cape Breton.

Court House. This is a large and imposing structure on the south side of Spring Garden road, built of free-stone in 1860.

City Hall, on the northern end of the Grand Parade, is a handsome building of freestone. On the ground floor, which is entered from Duke Street, is the Police Station. On the main floor, which is entered from the Parade and Argyle Street, are all the civic offices. In the corridors of this building will be found an interesting collection of Nova Scotia stuffed birds.

Dutch Village. A delightful carriage drive, passing the head of the Arm, along shaded roads and past handsome summer residences.

Dingle. A magnificent view is obtained from the summer observatories on this property. It is situated on the west side of the Arm. A drive to the Dingle makes a pleasing excursion, the main road passing the Military Prison on Melville Island.



VIEW FROM THE CITADEL.

Dry Dock, on Campbell road, built in the solid rock of granite and concrete, is the largest on the American continent, and is the only dock on this side of the Atlantic which will receive the largest ships of Her Majesty's navy without removing guns and stores.

Dutch Church, on corner of Brunswick and Gerrish streets, was built in 1755, by private subscription and Government grant, for the use of the Lutheran congregation that came to Halifax in 1752. The steeple was added to the church in 1760. In 1761 it was consecrated as a church by the Rev. Dr. Braynton. The ground

adjoining the church was used as a cemetery for the early German settlers, and has not been changed in any way. It remains today just as it was first built.

Dalhousie College was founded by the Earl of Dalhousie in 1821. This college is one of the finest educational institutions in Canada.

Dominion Building, on Hollis Street, is occupied by the Customs and Post-office Departments. It is one of the finest buildings in the Lower Provinces.

Provincial Building is a large and imposing structure of freestone, fronting on Hollis, Prince, George and Granville streets. It was built in 1811. It has a library and many historical paintings. Tourists should visit it.

Green Bank. One of the prettiest spots in Halifax, but a short distance from the city, and immediately inside Point Pleasant Park borders. Benches are provided by the Park Commissioners, and a very pleasant afternoon can be spent on the shores and in the surrounding woods. A bathing wharf has been erected here, and before 8.30 a.m. anyone, who is so inclined, may refresh themselves with sea bathing.

Government House, on Pleasant Street, the residence of the Lieutenant-Governor. Its erection was begun by Sir John Wentworth, then Governor of the Province, but was not finished in the substantial manner as it now is for some years after.

Green Market. Post-office square, or Cheapside, on Wednesday and Saturday mornings presents a very busy scene. The farming population of the County occupy all the available street space with their wagons and products. Flowers and vegetables of every possible variety are offered for sale by these thrifty and obliging country folk. Baskets are made by Indian men and women, and purchased by visitors as souvenirs. The Green Market is a sight well worth seeing, and he or she who departs from the city without seeing it sorrows long.

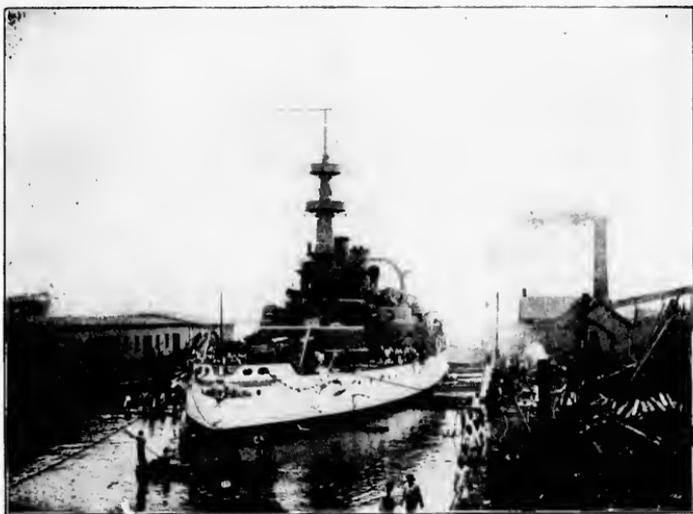
H. M. Dockyard. The buildings are of a substantial character. As soon as one enters the yard, he or she is confronted by an ancient sun-dial bearing date of 1809. A large coat-of-arms upon a building on the right bears the date of 1759, a noticeable figure being the White Horse of Hanover. The official residences on the left,

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with the well-kept and trim lawns, show evidences of care and comfort. The third house being reputed to be the place where that distinguished veteran, who, by the way, was in the *Shannon* during the memorable engagement with the *Chesapeake*, Sir Provo Wallace, K. C. B., first saw the light. The next building, with the clock tower, bears date 1770, G. R., and the one to the north of it 1769, G. R. Under a shelter facing the landing stage, where H. R. H. the Prince of Wales landed July 30th, 1860, is a stone recording the fact that Halifax is situated by careful observation and lunar occultations in lat. $44^{\circ} 39' 26''$ N., lon. $63^{\circ} 37' 48''$ W., and that the variation was 21 W. in 1868.



WARSHIP IN DRY DOCK.

A relic of old days is still retained in the marble slab let into the pier of a gateway, that formerly existed at the foot of the hill, the record inscribed being as follows:—

In the name of God,
 In the 30th year of the reign
 Of His Majesty George the III,
 This corner stone was laid
 By the Right Honorable
 Sir John Borlase Warren, Bart.,
 Vice-Admiral of the White Commander
 -In-Chief at Halifax and its dependencies,
 In the year of our Lord 1809 and of
 Masonry 5809.

Museum is on the third floor of the post-office building. It is open to visitors from 11.00 A.M. to 4.00 P.M. every day, and is well worth a visit to inspect the many curiosities it contains.

Naval Cemetery, at Halifax, situated on the east front of a hill on Campbell road, and from which a fine view of the dockyard, ships, harbor and Dartmouth is obtained. There are many monuments erected by ships' companies, with several patterns of naval designs, such as guns, anchors, globe, laurel and bugles, stars, angels, several wooden head boards, some copper sheathed, some with wrecked vessels carved on them, and with many a famous name of some old wooden wall, whose prototype now is ranked amongst the most destructive engines of defence in the world.

Northwest Arm is a beautiful stretch of water to the westward of the city proper.

Ordnance Yard, on Upper Water Street, is Her Majesty's store yard for guns and other war appliances. The regimental armor and blacksmith has his forge here.

St. Paul's Church. The oldest Episcopal

church in British North America; built by the British government in 1750. Designed after St. Peters, London. In its vaults were buried some illustrious men who were identified with the colonization of Nova Scotia. The many historical tablets on its walls, erected to the memory of distinguished sons of England, will be of especial interest to visitors.

Town Clock, on Citadel Hill, is worthy of mention. Many generations have heard its clanging notes rung out on the midnight air when returning to their homes from various scenes of festivity.



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