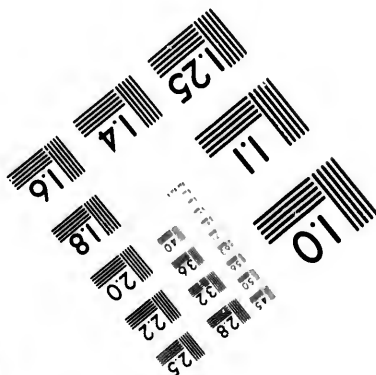
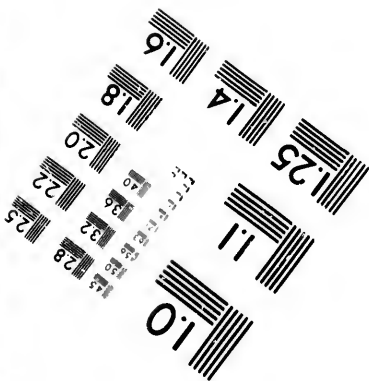
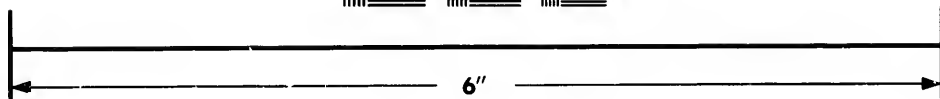
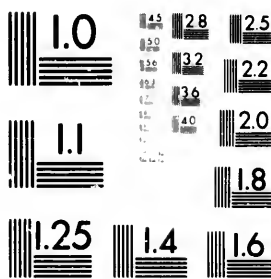


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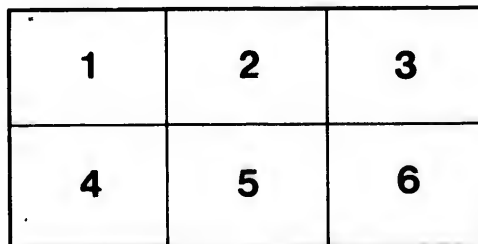
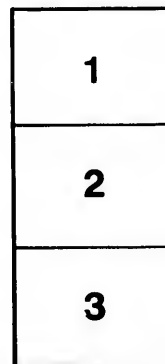
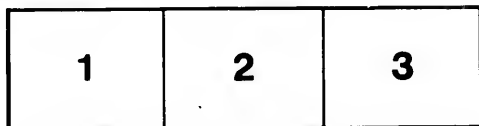
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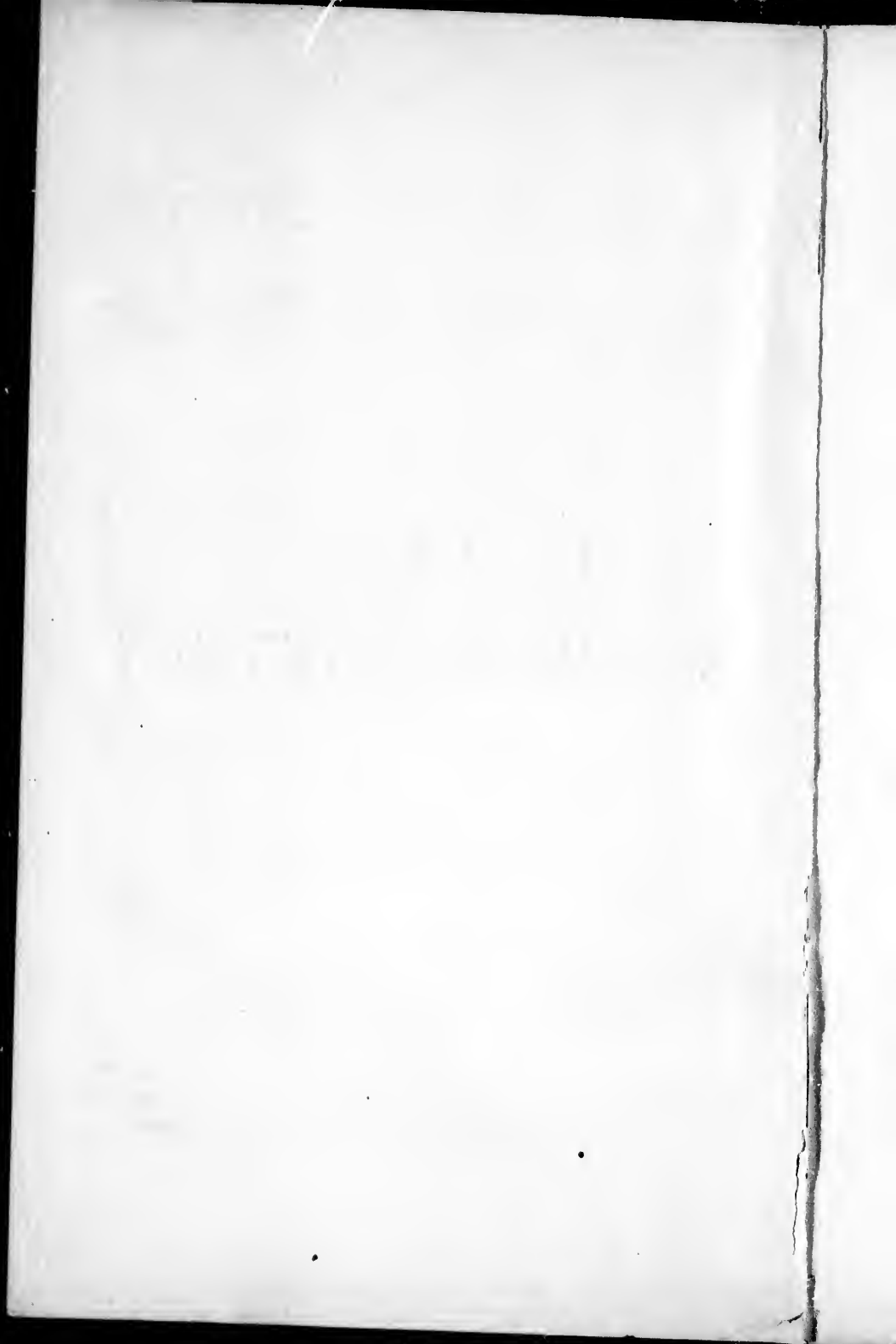
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# HALIFAX RAILWAY EXTENSION.

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Statement of the joint Committee of the City Council and Citizens, upon the extension of the Intercolonial Railway into the City.

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## PRELIMINARY AND HISTORICAL.

That the character and location of the Halifax Railway Terminus are matters of great and general importance no one can deny. The Intercolonial Railway, connecting Quebec with Halifax, has already cost the Dominion of Canada over Twenty millions of dollars and every Canadian tax-payer is perforce interested in the place and manner of its termination at the Atlantic coast. Besides the Intercolonial, not less than three important lines converge and end at our city; the European and North American, leading from the United States and the Upper Provinces of the Dominion through Maine and New Brunswick; the Eastern Road, connecting us with Pictou, Prince Edward Island, Cape Breton and other districts East; and the Windsor and Annapolis, which by steamboat across the Bay of Fundy forms an alternative route to Saint John and all points West, and by its continuation under the name of the Western Counties Railway will shortly link the flourishing Town of Yarmouth with the provincial capital. That Halifax has not as yet reaped the benefits that might have been expected from its apparently favored position, and that the traffic upon the various lines above-named is comparatively trifling are both facts, and are both it is believed in a great degree owing to the absence of the terminal facilities which this city should offer. To increase at the same time the prosperity of this city and Province and of the Government Rail-



roads is an object as worthy of the attention of a Canadian statesman as of a citizen of Halifax. Looking at the matter from another point of view: can the Government of Canada, which in selecting the route of the Intercolonial, preferred the longer and more expensive North Shore line to those known as the Central and Frontier lines, almost exclusively upon military grounds, be indifferent to the ease or difficulty of conveying men and munitions of war to and from the only Imperial stronghold in the Dominion?

It seems to the Committee that, in dealing with a matter so important as that under consideration, passion, party feeling, hasty conclusions, and ideas—perhaps erroneous—of temporary economy should give place to cool, unbiassed reflection, judicious liberality and thorough acquaintance with the subject. To contribute in some small degree to that desirable end, has been the object of the Committee in preparing the present statement.

Having said so much by way of introduction, we naturally turn to the history of the Halifax Terminus question. Richmond has never been regarded as the proper place for a passenger and local freight station. At the time of the first introduction of railways into Nova Scotia it was selected as a deep-water terminus for the loading and shipment of heavy ocean borne freight; while the very character of the buildings occupied shows that its use for other purposes was intended to be only temporary.

Accordingly we find that in 1855, less than two years after the first sod of the Nova Scotia railway had been turned, the Government of this Province took important and decided action in the matter of the Extension. In that year, the late Mr. Howe, who went to England as a delegate on business connected with our railways, succeeded after some negotiation in obtaining, on behalf of the Railway Commissioners, permission from the War Department and the Lords of the Admiralty to carry the railroad through the Magazine and Naval Hospital grounds. Certain conditions were attached to the granting of the right of way

which, together with much other interesting information, will be found in the correspondence printed in the Journals of the House of Assembly for 1856, as an appendix. Some of the more important documents are reprinted in Appendix A to this Statement.

The line selected at that time, following the route indicated in the tracing referred to in the correspondence, was an excellent one, running directly from the present depot at Richmond to a point on Water Street a short distance South of the Hospital gate, and continuing thence along the street. It passed through the Magazine and Hospital grounds at a low level, and with easy grades. Unfortunately, the resources of the Province were being taxed to their utmost at that time for the construction of railways East and West; and the Government of the day were unwillingly compelled to defer to a later period the comparatively heavy expenditure required for the Extension into the city.

That project, although not abandoned, was not brought prominently before the public until the discussions which preceded the Act of Union. The advocates of Confederation dilated eloquently upon the advantages that were to accrue to the two Lower Provinces, and in an especial manner to Halifax, from the construction of the Intercolonial Railway. This city, it was confidently asserted, was to become "the wharf of British North America," "the Liverpool of the Dominion," and the formidable rival of New York. Seriously speaking, there can be no doubt that the promise of the Intercolonial was one of the principal influences that made Nova Scotia and New Brunswick members of the Confederation, and that accounted for the strong feeling manifested by the City of Halifax in favor of the Union. Of course, it was always taken for granted that the terminal facilities, the necessity for which every one admitted, but which had called for the expenditure of a larger sum than was at the disposal of the Provincial Government, would be at once provided for out of the more capacious treasury of the Dominion. The British North America Act, 1867, after stating that the construction of the Intercolonial was essential to the assent of Nova Scotia and

New Brunswick to the Union, declared it to be the duty of Canada to promptly begin, and to complete as soon as practicable "a railway connecting the River St. Lawrence with the City of Halifax in Nova Scotia." This language indicated clearly enough that Halifax was to be the terminus or objective point of the undertaking. Similar expressions are used in the Canada Railway Loan Act, 1867. After the general elections of 1867, little was heard of the Halifax Extension for some time; the attention of the public being directed more generally to the beginning of the work on the Intercolonial, which was delayed far beyond the date fixed by the British North America Act. When, however, this had been once begun in such a way as to show that the Government were thoroughly in earnest about it, the Extension once more became a subject of discussion, and was placed before the Cabinet for their consideration. In November, 1871, the Chamber of Commerce passed a resolution in favor of a terminus on the water side, near the centre of the city.—(See *Appendix B. 1.*) In 1872 several surveys were made, and two plans were brought prominently forward. One provided for a line diverging from the main road about the Three-mile House and terminating on the Common near the Horticultural Society's Gardens. This plan offered certain advantages for passenger traffic, but soon received the general condemnation of the citizens, as not being at all adapted for freight purposes. The other survey contemplated a line from Richmond, running close inside the Dockyard wall, to a terminus at the Naval Reserve. The terminus was to include, if procurable, a portion of the South end of the Dockyard, and if necessary the West's Wharf property. This plan was almost universally accepted with satisfaction. Owing, however, to the refusal of the Lords of the Admiralty to grant the right of way through the Dockyard, it was abandoned by the Government.

In April 1873, the City Council passed resolutions insisting very strenuously on the immediate extension of the Railway from Richmond, (See *Appendix B. 2.*), and shortly afterwards the mat-

ter was brought before the House of Commons; but no important information was elicited, nor did the Government of that day intimate what course they proposed adopting. Meanwhile, there was a very general feeling amongst the citizens that, if the line could not be brought South inside the Dockyard wall, there was no serious obstacle to its coming down on the outside; the only substantial difference between the two routes being that the latter would necessitate the purchase of some land on the West side of Water Street, to make up for the space taken up by the Railway track on the East. In the same season the Government instructed their Engineer to survey and report upon a line terminating on the South Common, and another ending at Dartmouth. He did so; but in addition surveyed a line running outside the Dockyard wall along the East side of Water Street, and reported it as being preferable to either of the former. This plan met the approval of the public and the Government. Working plans and specifications were prepared; but no final, decisive action was taken by the Government until late in October, 1873—a few days before the change in the administration—when a Minute of Council was passed approving and adopting the Water Street line just spoken of.

In June last the present Government, as it is understood, instructed Mr. Brydges to proceed to Halifax for the purpose of informing himself upon the question of the Railway Extension, and reporting to them as to the best course to pursue. He spent two days in the city on that occasion. In the afternoon of the second day he attended a meeting of the Chamber of Commerce, called specially with reference to the business which had brought him here. At this meeting Mr. Brydges unfolded his scheme for the Halifax terminus. His proposal was to separate the freight from the passenger traffic; to locate the passenger station between Water and Lockman Streets, adjoining the Admiralty property, and not to extend the freight line further South than Richmond. In place of the extension for freight purposes, he suggested the establishment of a freight depot at the Queen's Wharf, which was

to be connected with Richmond by steamboats constructed for the carriage of goods. This proposed plan, if adopted by the Chamber, could and would be in actual and complete operation before the close of the season, or, as Mr. Brydges expressed it, "before the snow flew." The Chamber of Commerce passed a resolution approving of the scheme thus laid before them. Occasion will hereafter be taken to discuss the value of that approval; but it may be stated here that Mr. Brydges declared the West's Wharf scheme impracticable; that he never intimated that the North Street station was to be approached by a high level road, but gave the Chamber to understand that his line could at any time be easily extended further South.

A desire was expressed by a large number of the Aldermen that Mr. Brydges should meet the City Council; and it is to be regretted that that gentleman's engagements elsewhere should have been of so pressing a nature as not to enable him to spare a few hours for the purpose of laying his views before the Aldermen, and of hearing theirs in return.

The plan of Mr. Brydges, endorsed as it was by the Chamber of Commerce, was adopted by the Government; and little or no time was lost before taking steps towards carrying it into execution. Various difficulties however arose; and the tenders for the construction of the road to North Street were not opened until about the middle of August; meanwhile, it became apparent that this plan did not meet with general approval. It was rumored—as afterwards appeared not without foundation—that it was proposed to locate the station nearly at the elevation of Lockman Street, and to cross the Campbell Road at or about the street level. This announcement was received with dissatisfaction. A very moderate expression of the general sentiment was given to the public in the *Morning Chronicle* of July 14th. (*See Appendix B, 3.*) It was proposed to hold a public meeting to consider the scheme of Mr. Brydges as a whole; but the desire not to interfere with the Government, in their endeavors to carry out the plan adopted by them in good faith, overruled a jealous re-

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gard for the interests of the city. The project of holding a public meeting was allowed to drop ; and no decided step was taken in the matter of the Extension until January last. The time fixed by Mr. Brydges for the completion of the road to North Street, and of the various arrangements contemplated by his scheme had passed, and owing to various circumstances little progress had been made in the work. About New Year, it became known that a difficulty had occurred in obtaining from the Admiralty the small triangular lot of land at the junction of Water and Lockman streets, now popularly known as the "Jib." At the same time, an impression got abroad that the Queen's Wharf could not be had. This being the position of things, the City Council, at a meeting held on the nineteenth of January, appointed a committee composed of one Alderman from each ward, "to consider the question of the Extension of the Railway from Richmond into the city proper, and to collect information relative thereto ;" the Committee to report to the Council at its next meeting their opinion as to the best course to be adopted in the matter. Aldermen Fraser, William Murray, L. G. Power, M. J. Power, Thompson and Vaux were those selected.

The Committee held two public meetings in the Council Chamber, which were largely attended, and were characterized by remarkable unanimity of sentiment in favor of what is known as the West's Wharf plan, and against that of Mr. Brydges. On the twenty-ninth of January, a public meeting, called by advertisement, presided over by the Mayor, and attended—notwithstanding the prevalence of a snow-storm—by about two thousand citizens of all shades of politics, was held in Temperance Hall. At this meeting, a series of resolutions on the subject of the Extension was adopted with an unanimity unparalleled in the experience of the Committee. Upon a show of hands being called for, only two persons in the body of the Hall (that is, not on the platform) held up their hands against the first resolution ; while those which followed passed without any dissenting voice. (See *Appendix B*, 4.) The six following gentlemen—viz., Messrs. C.

Thomson, Wm. Roche, Jr., William C. Silver, William Chisholm, Wm. H. Neal and Dr. A. P. Reid—were appointed a Committee for the purpose of furthering the objects of the resolutions.

Resolutions of a similar character (see *Appendix B*, 5), were adopted by the City Council on the nineteenth of February. The first of these resolutions was carried by a vote of nine to three, the others by a vote of ten to two—some of the Aldermen being absent. Fourteen out of the eighteen gentlemen who compose the Council were in favor of the resolutions.

The Joint Committee do not think it necessary to enter into any minute account of their proceedings under these resolutions. Almost immediately after their passage an engineer was employed, whose report is annexed. (See *Appendix C*.)

The Committee also forwarded a memorial to the Hon. the Minister of Public Works, requesting him to stay proceedings on the Extension for a few days, until their statement could be laid before him. A delegation from their body were also favored with an interview with His Excellency Lieutenant General Haley, and treated by that distinguished officer with a courtesy and kindness which call for a more suitable acknowledgment than a mere mention. They further determined to send at once not less than three delegates to Ottawa, for the purpose of placing the views of the committee and the citizens before the Government, of using the most strenuous exertions to secure the desired modifications in the scheme for the Extension adopted last year, and of defending and supplementing the declarations and arguments contained in this statement.

It has been ascertained since the appointment of the committee, that the cession of the "Jil," although not refused, has been hampered with very onerous conditions; and that the Queen's Wharf will positively not be granted.

#### THE MERITS OF CERTAIN SCHEMES FOR THE EXTENSION DISCUSSED.

The choice of the mode of making the extension of the Railway into Halifax seems at present to lie between: 1st. The plan



proposed by Mr. Brydges, providing for a passenger station at North Street, approached by a road on a very high level; with a depot for freight at the Queen's or some other central wharf, connected with Richmond by steamboats. 2nd. A combined freight and passenger station, on the water side, at or about West's Wharf, approached by a low level road down the East side of Water Street; and, 3rd, A compromise line, with a freight terminus at West's Wharf as in the second plan, and a passenger station at North Street about the level of Water Street and approached by a road following the Government location but at a considerably lower level.

### *Freight.*

As the question of the freight terminus is by far more urgent and important than that of the passenger station, it will be well to consider it first.

That some change is necessary admits of no doubt. At present the expense of conveying goods from the city to Richmond is in some cases as great as the cost of transportation from that point to the place of destination in the interior, in others amounts to twenty per cent on the freight from England, and in still others is fifty per cent of the freight from points in the United States and elsewhere. The same thing is true with regard to freight carried by rail from the interior and destined for Halifax.

It needs but little commercial knowledge to see that, while such is the case, the business done by the railroad must continue small and the advantages arising from it to the city insignificant. All other business centres are fully alive to the importance of cheap transportation; and the universal anxiety is to reduce the cost of carriage to the lowest possible figure; and, in the case of a seaport, to do away with all unnecessary handling or shifting of goods between the train and the ship, and if at all practicable to bring them together so that one can load directly from the other. If we look around us, we shall see Portland incurring



a great expense to increase its shipping and railroad facilities, Boston advocating an immense water terminus at an expenditure of some eight millions of dollars, New York proposing to tunnel the North River, and Montreal undertaking a second bridge across the St. Lawrence.

Although Halifax can never compete successfully with Portland or Boston for the freight trade from the United States and points in the Upper Provinces West of Montreal (including that city); yet, if proper facilities are offered, a large portion of the European freight for other portions of our own Province, for New Brunswick, and, during a portion of the year, for eastern Quebec, will be forwarded through Halifax over the Government railroads. A considerable quantity of light freight would naturally follow the same course. Having said so much upon the nature, as well as the desirability and indeed necessity of terminal facilities for freight, we come naturally to the question; "Which of the plans above mentioned offers those facilities in the highest degree?"

The argument which has been most frequently and forcibly urged on behalf of the plan of Mr. Brydges is that it was endorsed and approved of by the Chamber of Commerce in June last. To judge correctly of the value of that approval and of the weight to be attached to it, we must consider the circumstances under which it was given. Six years had passed since the passage of the Act of Union; the Intercolonial Railway was nearly completed; and connection had been made with the New Brunswick roads; but, although various plans for the Halifax Extension had for years been dangled before the eyes of the citizens, nothing of a practical, decided character had been done. Hope deferred had sickened the hearts of our people; and doubts were generally entertained and expressed as to whether the Extension would ever be made. Never were a body of men less disposed to look a gift horse in the mouth than those before whom Mr. Brydges placed his scheme with all the persuasiveness for which that gentleman is remarkable. In addition to this, it

must be remembered that he spoke of the West's Wharf scheme as being impracticable: that he never stated that the passenger station was to be on a high level, but, on the contrary, by a declaration that the line would be capable of further extension from North Street, gave reason to suppose that it would be near that of Water Street: that he promised the almost immediate execution of the plan offered by him: that there was a dread that unless the offer then made were accepted nothing could be got; and that the members of the Chamber were taken by surprise, and had no time for the calm reflection which would have been necessary to counteract the influence of the seductive eloquence of Mr. Brydges. It must be remembered, on the other hand, that very many members of the Chamber—in fact, a majority of them—have since changed their minds upon the subject, and openly declared the change; and that the scheme has, after due consideration, been condemned by the City Council and by a large public meeting. Under all the circumstances, then, it is not unreasonable to assume that the scheme in question shall be discussed on its merits; and that the meeting of the Chamber of Commerce shall not at the utmost do more than counterbalance those of the Council and citizens.

The plan of Mr. Brydges would give a depot in a central situation, and increased accommodation to certain kinds of freight under certain circumstances. It is open to the following objections:—

1. The Queen's Wharf cannot be had; an objection which is probably fatal to the whole scheme.

2. The Queen's Wharf or any other property in its immediate neighborhood, would be practically as far as West's Wharf from all points North of the Ordnance; with this difference, that, when goods were at West's Wharf they could be loaded directly upon freight cars without any further handling, delay, or expense; while

3. Goods would have to be carted to the Queen's Wharf, unloaded there, loaded on board the steam lighters, and unloaded

again at Richmond, thus involving two more handlings than would be required under the other plan. Irrespective altogether of the damage inevitably done to most packages by frequent handling, it will be seen that the expense of transporting the goods will be considerably increased. The two extra handlings would cost, at the lowest estimate, fifteen cents a ton; and although this would not be paid directly by the shipper or consignee at Halifax, it would be added to the freight or cost of transportation, and would either render the article so much dearer at the point of delivery, or leave the Government so much out of pocket.

4. Experience teaches that goods are frequently delayed in depots; and the shipper would never know exactly at what time or in what condition his packages would reach the freight car at Richmond. The countryman, who parted with his produce at Richmond, would be in the same state of uncertainty as to his meeting it at the Queen's Wharf.

5. Not only would the benefits of the Queen's Wharf depot be limited to certain portions of the city, but they would also apply only to certain kinds of freight. Steamboats of the character proposed by Mr. Brydges—not intended to take the loaded cars bodily on board—would not carry coal, bricks, large timber or lumber, or, without great inconvenience, such vegetables as potatoes and turnips. In this way the depot would be useless for a very large proportion of the local freight from the interior. At the same time, in order to convey heavy freight into the interior, Mr. Brydges was compelled either to make his steamers call for freight at private wharves, or to resort to the rather novel expedient—spoken of by one of the few advocates of his scheme—of loading freight on board scows at those wharves, and then having them towed to Richmond by the steamers. It may be remarked that this expedient could be resorted to in the case of the West's Wharf terminus, as well as of the Queen's or Seaton's Wharf; and that a couple of small tugs would tow to that point, at small expense, all the scows or barges that might be loaded at the various wharves.

6. It would afford no facilities whatever for—what should be an extensive and important business in Halifax—the coaling of ocean steamers.

7. The central freight depot would be something fixed and immovable, incapable of changing with the future alteration of the trade centre, or of being extended in any direction to meet the growing requirements of business.

8. The scheme of Mr. Brydges would involve a large continual outlay beyond that required by the West's Wharf plan. The annual cost of maintaining three separate establishments, with their accompanying staffs of *employees*, at Richmond, at North Street, and at the city freight depot, would, to say nothing of the expense of running two or three steamers, so far exceed that of keeping up a single terminus at West's Wharf, as to make the latter much more economic, even though its first cost might be somewhat greater.

9. The precedents and the experience of other places are all against the ferry scheme. What is the lesson taught us—to cite a few instances out of many—by the Victoria Bridge, and the contemplated St. Helen's Bridge, at Montreal, the bridge across the Hudson at Albany, the discontinuance of the East Boston Ferry, the stupendous East River Bridge, and the proposed tunnel under the Hudson from Jersey City to New York? Certainly not one favorable to ferries. Nor do the Committee think that any instance can be given of a freight ferry running as a continuation of a railroad, where the road itself might have been continued.

10. Besides the large additional expense involved by the separation of the freight from the passenger terminus, that separation will, owing to the nature of the railroad traffic in our Province, lead, as has been already intimated, to considerable inconvenience. Most of the trains are mixed, or made up of freight and passenger cars; and farmers, drovers, and others from the interior, who use these trains, are, under the present system, enabled to watch over the freight which they bring with

them to the city. The proposed separation of the goods from passengers would cause all those people much additional inconvenience, expense, and worry. At the same time, it cannot be denied that freight and passengers are, as a rule, separated at important railroad centres, and that the general travelling public would be as well accommodated by a passenger station at North Street.

11. The scheme in question would be of little or no value for naval or military purposes.

The advantages of the second scheme, providing for a combined freight and passenger terminus at West's Wharf, have been almost sufficiently exhibited in treating of the first plan. All the objectionable characteristics of that plan are absent from the one now under consideration. It may, however, be well to call special attention to some of its recommendations.

1. It is capable of easy extension, either down Water Street, or along the wharves, to any point whatever in the business portion of the city; and such extension might be made by private or corporate enterprise if the Government did not care to make the necessary outlay. The extension to West's Wharf is however of such a character and its cost so great, as to take it out of the scope of such enterprise, and to make it a matter to be dealt with by the Government alone.

2. It would accommodate freight of every kind; and would enable ocean steamers to land passengers, discharge Halifax freight, and forward their other freight directly from the ships' tackles, and at the same time take on board from the railway carriages the necessary supplies of coal, as well as lumber, produce or other outward bound freight. On the goods landed in Halifax for points in the interior, the saving thus effected would be in some cases one-fifth of the entire freight from Liverpool; while the saving on coal supplied would be about sixty cents a ton.

3. The combined freight and passenger terminus would be one-third of a mile further into the city than the North Street passenger station; and all the disadvantages of the high level road, hereafter spoken of, would be avoided.

4. It would also require a considerably smaller staff of *employes*, and consequently less annual expenditure, than the other plan, and would give greater accommodation to the mixed trains so generally employed on our roads.

5. Being situated almost directly opposite the Ferry Wharf in Dartmouth, and close by the North End Ferry Station in the city, it would prove of the greatest possible use and convenience to the people of the thriving and enterprising town on the East side of our harbor. Dartmouth freight and passengers could be landed and embarked at the terminus directly from and to the ferry boats.

6. Once the terminus was completed there would be no further expenditure beyond the ordinary railway expenses; and all the cost and inconvenience certain to arise in connection with the ferry steamers would be avoided. Halifax would then have terminal facilities for freight purposes equalled by no city in America, except perhaps Portland and Baltimore.

7. Looked at from an Imperial point of view, the West's Wharf line on the low level would have much to recommend it. Sidings could be easily laid down from Water Street into the Dockyard; and hay, straw, cattle, bricks, lumber and provisions of all kinds could be brought from the interior and deposited at the jetty alongside ships of war, or at any other desired spot. If the line were continued between the stores and the harbor or along Water Street, the same thing could be done at the Ordnance and other military properties on the water side. At all events, in case of need, rails could without difficulty be laid along Water Street from West's Wharf to any of these properties. On the other hand, if required, troops and military and naval stores could be carried at once and without difficulty to places in the interior of the Dominion. At the time of the negotiations between the Government of Nova Scotia and the War Department and Admiralty, these and similar arguments were much insisted upon by Mr. Howe and other advocates of the Provincial cause, and doubtless had much to do with inducing the Imperial

authorities to yield the right of way for a low level road. Whether the consent of the War Department can be had for a high level line, not conferring any of the benefits recited and otherwise objectionable, is at least doubtful. That of the Lords of Admiralty has been given very grudgingly, and accompanied by onerous conditions.

But it may be said, as it has been, that, admitting the complete superiority of this plan, the cost of carrying it into execution would be so great as to render it almost impracticable. No doubt the cost would be considerable, but, as a very brief calculation will show, not more so than that involved by the combination scheme of Mr. Brydges.

The excess in cost of the construction of the low level road to West's Wharf, according to the plan suggested by the Committee, over the high line to North Street, would be about eighteen thousand dollars; the cost of property on the West side of Water Street from North Street to Gerrish Street and constructing the new Water Street, say one hundred and seventy-five thousand dollars, of Wharf property, say one hundred and fifty thousand dollars; making altogether three hundred and forty-three thousand dollars. From this should be deducted for the re-sale of land at North Street rendered unnecessary by the change, say seventy-five thousand dollars; which will leave two hundred and sixty-eight thousand dollars as the whole amount to be expended for right of way and additional road construction.

On the other hand, the cost of the Queen's Wharf or of any other property suitable for a central freight depot would be not less than one hundred thousand dollars, cost of two steamboats say fifty thousand, and yearly expense of running the same say twenty-five thousand dollars, representing, when capitalized at five per cent, a present sum of a half million dollars. The total would be six hundred and fifty thousand dollars, being three hundred and eighty-two thousand dollars more than the cost of the former scheme. In figures the calculation would be as follows:—



The Brydges scheme:

\$ 100,000  
 50,000  
 500,000  


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 \$ 650,000

The West's Wharf scheme:

	\$ 18,000		
	175,000		
	150,000	\$343,000	
Less,		75,000	\$268,000
		<hr/>	<hr/>
Balance against former,			\$382,000

If the vacant lot South of the Dockyard, known as the Naval Reserve, and a right of way through the corner of the Yard West of the Spar Pond could be had, much less private property would be required, and the sum necessary for land damages would probably not be greater than that named by the Engineer, whose plan pre-supposes the grant from the Admiralty. This would make the balance against the ferry system still greater. Nor is there reason to believe that there would be much difficulty in obtaining the Naval Reserve and South-West corner of the Dockyard, if application were made for them in the proper manner. The Naval Reserve is a vacant lot of land fronting on a very shallow water lot: the former being unnecessary, and the latter useless for Imperial purposes. The whole property was offered for sale by the Naval authorities some years ago. The granting of a small corner of the Yard adjoining the Reserve and West of the Spar Pond would not in any way affect the utility of the Naval Yard, and would be much more than compensated for by the advantages arising to that establishment from the railway.

*Passenger Traffic.*

From the nature of the case, in dealing with the question of the freight terminus, it has been necessary to say something at the same time as to the passenger station. It may, however, be advi-



sable to treat the latter subject by itself, although not at great length. Supposing that the Government do not now adopt the popular view as to the proper location of the freight terminus, and are determined to locate the passenger station on the ground recently purchased at North Street, still it would, in the opinion of the Committee, be infinitely better to bring the line in, and build the station on a low level, than to construct both at the greater elevation contemplated by the scheme of last year. To that scheme there are the following, amongst other objections :

1. The ascending grade from Richmond to the proposed station at North Street is very steep, being seventy-two feet to the mile. Instances of steeper grades are very rare, and, it is thought, are not to be found under similar circumstances. The circumstances which render this case exceptional are, that the ascent continues right to the station, and that, coming around the sharp curve North of Richmond, and through that place, trains will have no opportunity to put on the speed and acquire the momentum necessary to surmount the obstacle—the engine will not have a chance to run at the hill. The general objections to heavy gradients are familiar to all who have to do with railroads.

2. The high line completely closes up Young Street—crossing it about ten feet above the street level—and cuts off access from above to about half a mile of the best water frontage in the city,—that lying between the present terminus and the Magazine grounds,—and to the Magazine Wharf as well. This certainly is not bringing the road in on commercial principles.

3. It involves a crossing on the Campbell Road at the street level, and not at right angles, but at a very acute angle. It would be only a waste of time to enumerate the objections to such a crossing on a thoroughfare like the Campbell Road. They are universally recognized, are referred to in the Engineer's report, and are dealt with at some length in the annexed extract from the *Morning Chronicle*. (See *Appendix B*, 3.) They are increased in the present case by the fact that the steepness of the incline makes it more difficult to control an engine, particularly when descending.

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4. The plan has already led to difficulties with the Admiralty, and will probably lead to difficulties with the War Department, which would have been avoided had a low level line been chosen. The high level involves a risk to the buildings in the naval grounds from fire which could not have arisen from a road passing through a tunnel or cutting. This risk is increased by the fact that engines, driven as they must be to surmount the steep ascent to North Street, will throw out more and larger sparks and cinders, and to a greater distance, than if the station were approached easily and under low pressure of steam. To this is probably owing the stipulation for the insurance of the Admiralty buildings, which is said to have been recently made. With a low level road crossing through the Admiralty ground by a cutting or tunnel, the bridge which is also said to have been insisted on would have been unnecessary. The same cause—the high elevation of the road—will also increase the danger to the Magazines and other buildings on the military property from fire, and will make it almost, if not altogether, impossible to provide a road from the Wellington Barracks to the Gun Wharf, either over or under (not on) the railway track, a thing which is absolutely necessary, and was expressly stipulated for in the negotiations of 1855. The result will be that the right of way through the Magazine ground, if granted at all, will be granted on conditions involving not a little expense and inconvenience to the Dominion Government.

It must be remembered that the concessions made in 1855 were for a low level line, and would not be regarded as in any manner controlling the Imperial authorities in their action as regards that projected in 1874, especially as the latter possesses none of the advantages offered to the Naval and Military services by the former.

5. The scheme of 1874 would, on account of its great elevation, be practically incapable of any extension South of North Street. The descent to any point on the water-side North of Cunard's wharf would be too abrupt; and the cost

of the right of way to any point South of that enormous. It would be fixed and final.

6. It is extremely unpopular; and, although this argument is not perhaps strictly logical, it is one which, aside altogether from political considerations, should carry considerable weight. Where popular sentiment upon any question of public importance is harmonious and almost unanimous—as on this—it is generally right.

Turning to the plan for a station located at North Street, about the elevation of Water Street—which also forms the passenger branch of the compromise scheme mentioned in an earlier part of this Statement—it will be found free from all the defects of that last spoken of.

It would be capable of extension along Water Street, either at once, or in the future, to West's Wharf, or any other point on the water-side.

Its adoption of the low level would render the station easily accessible, and make the passage of the track through the Magazine and Hospital grounds unobjectionable; and there is reason to believe that no serious objections would be raised to it, at any rate by the military authorities, who have, of late years, manifested a desire to gratify all reasonable wishes of the citizens, and to meet the local authorities half-way where Imperial interests do not suffer.

The cost of constructing the road would be, according to the Engineer's report, about twelve thousand dollars more than that of the high line. This trifling difference would be far more than made up for by the sale of the upper portion of the property at North Street recently acquired by the Government; and, even apart from that, being built and located in accordance with sound engineering principles, the road would be really cheaper.

It may be objected that, while the low level line, of which so much has been said, would, if in operation, be much superior to that contemplated by the Government plan of 1874, it is impracticable, and there are insuperable engineering diffi-

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culties in the construction of such a line either to North Street or West's Wharf. The Committee might rest satisfied with referring upon this point to the annexed report of the Engineer employed by them. (See *Appendix C.*) They can, however, cite further authority. Various surveys of a low level line to the neighborhood of West's Wharf have been made; by Mr. Forman, the Provincial Engineer, twenty years ago, who reported "no engineering difficulties"; by Mr. Light in 1860; and by others at different times, down to Mr. Macnab in 1873. None of the Engineers engaged in the service, so far as the Committee are aware, has ever spoken of the line as impracticable, or even very difficult of construction. The line, colored blue on the plan, to North Street and West's Wharf, recommended by the Committee as a compromise, in case the West's Wharf scheme pure and simple, should not be adopted, has been declared not only feasible, but easily constructed, by the Engineer, as may be seen on reference to his plan and report.

For the information of those who have not seen the plan in question, or even of persons who may not have examined it very carefully, the Committee think it as well to give a brief description of the line proposed by them. It would be located identically with the Government line of 1874, from Richmond to the point of intersection with the Campbell Road or thereabout, and would run thence by a curve, covering a very small portion of the "Jib," into Water Street, or, if the right of way through the Hospital ground East of the street has been obtained, by an almost straight line, requiring none of the "Jib," to the passenger station, if any, at North Street. From a point on Water Street a short distance North of the Station, the freight road would run down the East side of the Street to the terminus at the water-side South of the Dockyard; the Naval Reserve being utilized, if procurable, and if not, private property alone being occupied.

The gradients on the Northern portion of the line would, however, be very different from those contemplated by the

plan of 1874. The ascent from Richmond to the Campbell Road, instead of being at the rate of seventy-two feet to the mile, would be only about forty. Rising with this comparatively easy grade from Richmond, it would cross Young Street on the street level, instead of ten feet above it as the line of 1874 does. This would give—by means of gates—access to Renforth Street and the water frontage North of the Magazine ground denied by the Brydges plan. From Young Street the road would rise at the same easy grade to the point where it quits the Government location, at or close by the Campbell Road. It may here be explained that the Engineer's plan, instead of showing the line as recommended by the Committee, ascends to Young Street by the steep grade of the line of 1874, and proceeds thence almost on a dead level to the passenger station close by Water Street. The road recommended by the Committee would render unnecessary most of the heavy filling in the valley South of Young Street and would pass through the military property, and, if obtainable, the western corner of the Hospital ground to the Campbell Road or Water Street by a tunnel or a deep cutting easily bridged or covered, and would thus give easy access to the Gun Wharf, Magazines and Naval Hospital, and avoid risk from fire and all the other disadvantages of the high level line. The passenger line would then enter the passenger station at North Street, if one was erected there; while the freight line, or, if both stations were located at the water side, the combined freight and passenger line, would descend by an easy grade to the Naval Reserve or West's Wharf. If the passenger station were placed at North Street, a new street should be built from the intersection of North and Water Streets, running West of the station to Lockman Street. In this case none of the "Jib" would be required. If both stations were at the water-side, all the North Street property, except so much as would be required to widen Water Street, could be sold. In either case, the material excavated from the cutting or tunnel could be used for filling at the water terminus or elsewhere.

In the improbable case of a complete failure to obtain a right of way through the military property, the line could be carried under the Campbell Road by a tunnel, as shown by the Engineer's plan and report.

#### CONCLUSION.

In concluding this Statement, the Committee beg to say that, while they have ventured to suggest a plan for the extension of the Railway into Halifax, which would, in their opinion, be easy of execution and most beneficial and satisfactory in its results, they do not wish to be understood as presuming to attempt to dictate to the Dominion Government the adoption of that or any other particular scheme. The selection of the best route is a matter for the Government and their engineers. The Committee have endeavored to make clear the justice and necessity of the early prosecution of the work of Extension, and the great importance—not merely to the City of Halifax and the Province of Nova Scotia, but to the Military and Naval authorities, and to the travelling and commercial public of the whole Dominion—of having the best possible terminus, especially for freight purposes, to the Inter-colonial and the other railways which converge at this city. They trust that they have made it apparent that the choice between a high and a low level for the short section of road to be constructed, although seemingly a question of small moment, is really one of the greatest consequence. They believe, and it will hardly be said without reason, that if the plan proposed by Mr. Brydges is carried out it will be final, and incapable of future extension; that the freight traffic will continue in its present unsatisfactory condition, or in one but little better, and that a feeling of discontent—arising from a sense of being unjustly treated—will become chronic amongst our citizens. On the other hand, if the low level is adopted, the road will be, if not at once, certainly at no very distant day, extended to West's Wharf, or further along the waterside. Halifax will then afford terminal facilities to the Inter-

colonial and its feeders not inferior to those offered by Portland to the Grand Trunk, and by Baltimore to the Baltimore and Ohio Railroad; and the almost universal wish of the citizens will be satisfied.

Under all the circumstances, the Committee do not think that the Government should have much difficulty in deciding upon the course to be pursued. Looking at the enormous sums cheerfully appropriated to furnish the best means of conveying freight and passengers to and from places that, within the present decade, were only petty settlements in the midst of an almost trackless wilderness, the Committee are also strengthened in the hope that no such consideration as the mere temporary saving of a few thousand dollars will lead the Government to delay or refuse to carry into execution on behalf of this ancient capital a work projected and determined on by our Provincial Administration of twenty years ago.

All of which is respectfully submitted.

L. G. POWER,  
*Chairman of Joint Committee.*

HALIFAX, N. S., 8th March, 1875.

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## APPENDIX A.

*Extract from Report of Attorney General of Nova Scotia to  
Lieutenant Governor, dated 6th June, 1855.*

Journals of House of Assembly for 1856, Appendix 4, Part II. p. 50.

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As respects the Admiralty grounds no intrusion or action under the law has yet been attempted. The railway depot has been formed, and the landing wharf built outside the Naval Yard. It is true that the Mayor and City Council of Halifax have urgently pressed the Railway Board to advance the station into the heart of the city, and place it nearly opposite the wharf at which all passengers from Europe and the United States, that come in the mail steamers, must land. There is no doubt that this change would be of vast utility to the Government and to the community, and it cannot be effected without some encroachment upon Government land. No part of the Dockyard establishment is required, and the line would occupy less than two acres of land belonging to the Board of Admiralty, and necessitate the removal of a guard house and of one of the powder magazines, for which payment of course would be made. The injury done would be much more than compensated by the facilities afforded in the deposit, at the very gate of the Naval Yard, of timber, plank, and supplies of all kinds, brought on the railway from the interior. But the extension of the railway into the city is so indispensable, and so obvious an improvement, that I am persuaded no objection to it would be raised by so public-spirited and intelligent an officer as Admiral Fanshawe, or by any other of the principal officers of Her Majesty's Government acquainted with the ground.

I have the honor to be, Sir,

Your most obedient servant,

(Signed) W. YOUNG,

*Attorney General.*

To His Excellency SIR J. G. LEMARCHANT, &c., &c.



*Letter from Mr Howe to Provincial Secretary.*

Journals, Appendix 4, p. 51.

NO. 8, LEICESTER PLACE, LONDON,  
August 15, 1855.

SIR,—

I have the honor to acquaint you, for the information of the Lieutenant-Governor, that on the 6th of August I was favored with an interview, in which I discussed with Mr. Merivale, and Mr. Elliott, of the Ordnance, the grounds upon which we rest our claims to pass through the Ordnance and Admiralty property on the railway line.

Both gentlemen were disposed to view the question in a broad and liberal spirit, and at their suggestion I drew up, and sent in on the following day, two letters addressed to Mr. Merivale, in order that the subject might be brought formally before the two Boards, with a view, if possible, to a satisfactory adjustment.

I offered, on the part of the Railway Commissioners, that they would remove the magazines to any site selected by the Board of Ordnance; leave their wharf undisturbed, and keep open a road between the wharf and the barracks; that they would take the whole lot, or so much of it as was indispensable, and give as much vacant land in any other convenient place.

As respected the Naval Yard, I shewed that it would be left undisturbed: that the main Hospital had been burnt down many years ago; and that the line would not touch its site if it was ever designed to rebuild it. That there was ground enough on which to remove the few wooden buildings that might stand in the way: that the Commissioners would do this at the expense of the Provincial Government, making all walls and enclosures good; that if the Admiralty would prefer to exchange the Hospital ground for a quiet site on the Dartmouth side, we would purchase one, clear and plant it, and erect buildings equal to those now used.

The argument about the sick being disturbed by the trains I combated, by shewing that all the trains approaching London run for miles over the very tops of houses, in which the sick lie every day.

I yesterday received from J. Ball, Esquire, Under Secretary, the letter of which a copy is enclosed. From this His Excellency will perceive that the matter is in a fair train, and that all that I

could do, up to the present time, to accomplish the object desired, has been done. Regarding the success of this application, as the Provincial Government and the Commissioners justly regard it as of the highest importance, I will, should anything more be required of me, endeavor to supply it, and bring the negotiations to a satisfactory issue before I leave England.

I have, &c.,

(Signed)

JOSEPH HOWE.

The Honorable L. M. WILKINS.

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*Letter from Colonial Secretary.*

Journals, Appendix, p. 52.

DOWNING STREET,  
Sept. 2, 1855.

SIR,—

I transmit to you herewith, for your information, copy of a letter from Mr. Howe, dated 7th August, on the subject of the appropriation of certain Ordnance lands in Halifax to Railway purposes. I also enclose the copy of a letter, with one enclosure, from the War Department, on the same subject, from which you will learn that, subject to the further stipulations suggested by Mr. Elliott, Lord Panmure sees no objection to the adoption of the proposals made by Mr. Howe.

I have the honor to be, Sir,

Your most obedient humble servant,

W. MOLESWORTH.

Lieut. Governor SIR G. LEMARCHANT, &c., &c., &c.

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*Letter from Secretary of Lords of Admiralty.*

Journals, Appendix, p. 55.

ADMIRALTY, 10th Sept., 1855.

SIR,—

I have laid before my Lords Commissioners of the Admiralty your letter of the 14th ultimo, relative to the appropriation of certain Government lands in Nova Scotia for

railway purposes, together with its enclosures, and I am to request that you will state to Secretary Sir William Molesworth that as it appears desirable not to throw any obstacle in the way of the proposed line of railway at Halifax; and as the Ordnance Department, whose property adjoins the Admiralty premises, have consented to waive objections on condition of certain stipulated terms being complied with, my Lords are willing to give their assent, so far as the Admiralty premises are concerned, and as indicated in the accompanying tracing, on the declared understanding, however, that the concession is made on the terms following, which are essentially those recommended for consideration by the Colonial Department, viz.:

The value of the lands taken and damage done to be fairly assessed by the Crown Officers and Railway Commissioners, and made over to Her Majesty's Government: All the walls and enclosures taken down to be reinstated on such sites as shall be approved, to the satisfaction of the Admiralty Officers; and the small wooden building to be removed and re-erected on such spot as may be pointed out.

The Naval Commander-in-Chief will be acquainted accordingly, and directed to watch over the Admiralty interests during the carrying out of the work.

I am, &c.,

(Signed) THOS. PHINN.

H. MERIVALE, Esquire.

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APPENDIX B—1.

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*Copy of Resolution passed at a meeting of the Chamber of Commerce, held November 25th, 1871.*

Moved by W. C. Silver, and passed unanimously:

*Resolved*, That the business of the Intercolonial Railway and the convenience of this city will best be served by the location of the terminus on the water-side, as near as possible to the centre of the city.

## APPENDIX B—2.

*Copy of Resolutions adopted by the City Council, April 8th, 1873.*

*Whereas*, the location of the Railway Terminus at Richmond, a long distance from the City proper, is a cause of great inconvenience, expense and delay in the transportation of freight and passengers by the Railway to and from the City of Halifax ;

*And whereas*, the transfer of such Railway terminus, and the extension of the Railway to the City proper, would be most desirable, not only in the interest of this City and Province, but of the travelling and commercial public of the Continent ;

*And whereas*, it is to be feared that, unless steps are taken at once to secure such transfer and extension, they may be indefinitely postponed :

*Resolved*, Therefore, that in the opinion of this Council—representing the citizens of Halifax—it is the duty of the Government of Canada to at once proceed with the extension of the Railway to the City proper ; and that it is the duty of the members representing the County of Halifax to insist upon the immediate, actual undertaking of the work ;

*And resolved*, That copies of the foregoing preamble and resolution be forwarded by His Worship the Mayor to our Representatives in the House of Commons, to the Members of the Senate who ordinarily reside at Halifax, to the Minister of Public Works, and to the Nova Scotian Members of the Dominion Cabinet.

## APPENDIX B—3.

*Extract from "Morning Chronicle" newspaper of July 14, 1874.*

## THE RAILWAY EXTENSION.

Seeing that the plan for the Halifax railway extension, proposed by Mr. Brydges, and unanimously adopted by the Chamber of Commerce, will probably be—if it has not already

been—approved of by the Dominion Government, a question occurs which does not seem to have so far suggested itself to any writer for the press. Should the railroad cross Water Street on the street level, or by a cutting with a bridge on the street? This question is one of more importance than it might at first sight seem; and, therefore, although it is perhaps, properly speaking, one to be decided by an engineer, we shall try to lay the arguments for and against either course before our readers, with the utmost diffidence in our uneducated opinions upon a professional subject.

The advantages of crossing Water Street on the level would be, that the work would be done somewhat earlier, and would cost rather less at first than crossing beneath the street. It would also give a station house or passenger depot facing on Lockman Street.

The disadvantages would be, a very steep ascending grade from the present terminus to the crossing, and a heavy filling on the way—the material for which should be carted a considerable distance; the danger and inconvenience which always accompany such crossings in populous localities, and which would be aggravated in the present instance by the fact that the crossing would be long and oblique, not short and direct. That the danger is no chimera we are assured, for in each of the last two issues of a Montreal weekly newspaper we have read an account of a coroner's inquest over the remains of a person killed by a Grand Trunk train on a level crossing, accompanied, in one case, by a severe editorial denunciation of such crossings in cities. Another objection to the high crossing is that it would make the contemplated terminus arrangement to a certain extent final. A line on the level of Lockman Street—or of Water Street, at the Hospital hill—would not be easily available for future extension by way of the Dockyard, or of Water Street at its normal level.

The advantages of crossing the street by a cutting, with a substantial bridge over it, would be that all danger to life and interference with the street traffic would be completely avoided, as is the case in Boston, for instance, where, on Tremont, Washington and other streets, one walks or drives over the Worcester Railroad, in many cases, without being aware of the fact at all. The ascent of the road from the present depot to the crossing, would be probably one-third less, and the filling between the two points not more than half as great as under the other plan; and, lastly, the extension would not have the

same air of finality about it; for the road to the Hospital hill could be utilized for a future extension, either inside or outside the Dockyard wall; while from the proposed terminus, fronting on North Street, and located but little above the Water Street level, cars could hereafter be brought down that street by horses, as is done in many other places. The principal disadvantages of this plan would be the possibly greater delay and expense involved in the excavation across Water Street. These do not, however, in our opinion, counterbalance its advantages; and our own feelings are in favor of the bridge and cutting.

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APPENDIX B—4.

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*Copy of Resolutions adopted at Public Meeting, 29th  
January, 1875.*

*Whereas*, the future prosperity of the City of Halifax depends upon the Railway Extension affording every facility for the increased trade that ought to arise from the completion of the Intercolonial Railway;

*And whereas*, to give this facility, it is important that the terminus should be extended as far as possible into the city, and on the water level;

*Therefore resolved*, That it is the opinion of this meeting that such extension should be to a point on the water-side not further North than the South end of the Dockyard.

*Resolved*, That a committee of six be appointed, to cooperate with the special committee of the City Council on the subject of the Railway Extension, and, in concert with them, to determine on and take such steps as may be deemed necessary for securing the location of the terminus in accordance with the views of this meeting as expressed in the preceding resolution.

*Resolved*, That in the opinion of this meeting, it is desirable that the City Council shall expend such sums of money as may be necessary for carrying out the objects contemplated by the next preceding resolution.

*Resolved*, That copies of the preceding resolutions be communicated to the Nova Scotian members of the Dominion Government, to the senators who reside at Halifax, and to the members who represent this County in the House of Commons.

## APPENDIX B—5.

*Copy of Resolutions adopted by the City Council,  
February 19, 1875.*

*Whereas*, the future prosperity of the City of Halifax depends in a great measure upon the proposed railway extension affording every facility for the increased trade which should arise from the completion of the Intercolonial Railway ;

*And whereas*, to afford the desired facilities, it is advisable that the railway should be extended as far into the city as practicable, and with as small an elevation above the water level as possible ;

1. *Therefore resolved*, That in the opinion of the Council, it is advisable that the proposed railway extension, for purposes of freight traffic, should be to a point on the water-side not further North than the South end of the Dockyard.

2. *Resolved*, That the committee of the Council on Railway Extension be and are hereby authorized to co-operate with the committee appointed at the public meeting held at Temperance Hall, on Friday, the 29th of January last ; and to take such steps and expend such sums as may be necessary for obtaining information, or for other purposes in connection with the objects for which the said two committees were appointed :  
and

*Resolved*. That the City Council will provide for the payment of all expenses incurred by the committee under the foregoing resolution, such expenses not to exceed in the whole twelve hundred dollars.

3. *Resolved*, That, in the opinion of this Council, it is most desirable that in extending the Railway from Richmond into the City, the line should be carried as little as possible above the water level, and that the line contemplated by the plan proposed by Mr. Brydges, which crosses the Campbell Road at or about the street level, would not, in the opinion of the Council, meet the requirements of the public or be acceptable to the citizens.

4. *Resolved*, That copies of the foregoing resolutions be forwarded by the City Clerk to the Nova Scotian members of the Dominion Government, to the Senators who reside at Halifax, and to the members who represent the County of Halifax in the House of Commons.

## APPENDIX C.

## ENGINEER'S REPORT.

*Halifax, N. S., 1st March, 1875.*

L. G. POWER, ESQ., *Chairman of Joint Committee on Railway Extension.*

SIR,—In order to be enabled to comply with your letter of instructions of the 23rd ult., I have to submit the accompanying plan and profiles of the several modes of extending the Railway into the City of Halifax, with the following observations and estimates based thereon, as, in my opinion, best calculated to give the clearest information on all the aspects of the Extension. In reply to your first query, I have to report that it is practicable, "while following closely the line selected by the Government for the Extension, to adopt a considerably lower level, so as to provide for the contemplated passenger station on the land North of North Street, recently acquired by the Dominion Government, at an elevation about the same as that of Water Street, and, at the same time, providing for the further extension of the Railway along the East side of Water Street to a freight terminus at or near West's Wharf." This line can be constructed on the present Government location from G to I, (see blue line on plan, between the blue letters G and I). The portion of this open cutting through the military property, a distance of six hundred feet, could be covered over if required. The continuation of the line to the vicinity of North Street, at the Water Street level, can also be constructed by open cut; allowing the whole portion of this line, from G to H, to be graded nearly on a level. The curvature connecting the main line with the Depot would be only 2,000 feet radius. This line would necessarily close that portion of Water Street between North Street and Lockman Street; in lieu of which a road, marked on plan "Proposed New Street," is provided. The extra cost of constructing this line as compared with the located Government line would be about \$12,000. This location of the Depot not only provides for the extension to West's Wharf, but gives a far more desirable grade than that located by the Government; it also prevents the necessity of crossing *any public thorough-*



fare, which the Government location contemplates doing, and which, of course, should be avoided at any expense, in a city, where possible.

In reply to your second query, a green line, shown on the plan from E to F, being that negotiated between the Government of Nova Scotia, and the Admiralty and War Department, in 1854-5, would not only be feasible, but would be the most direct route into the city. It would also allow the best grade. It would be attended with the drawback of requiring 1,400 feet of tunnelling, costing \$70,000, and would pass in close proximity to the Hospital, Officers' Quarters, &c., &c.

In reference to your third query, I have to report that a red line—shown on the plan from A to B—from near the located line at Richmond to West's Wharf, gives a most desirable route, available, without any negotiations; giving far better grades than the line already located, with a tunnel under the public roadway of only 800 feet, costing \$40,000. With this line, or the other lines on a low level, the Passenger Depot could be located at West's Wharf, as shown on the plan, which would bring it 2,000 feet more into the city than if located at North Street, not only giving greater facilities for shipping and mercantile purposes, but allowing for the further extension along the wharves South. In addition to the above \$40,000, would be the cost of retaining walls at the mouth of tunnel \$6,000, and constructing the line from North Street \$6,000, to West's Wharf—\$12,000, making the whole cost of construction in excess of the present Government route \$52,000. From the best information I have obtained I find the cost of property along the route would be \$125,000, and all the wharf property required another \$125,000, making in all \$250,000; from this sum would be deducted the re-sale of the same property—minus the new street—say \$75,000, leaving the net amount for property \$175,000, being \$227,000 excess of cost over the present Government line, for the line marked in red on the plan from Richmond to West's Wharf.

The entire excess of cost, including value of property, of the improved line, following the Government route, to the Station at low level on Water Street, with extension to West's wharf, would be \$193,000.

I am, Sir,

Yours truly,

HENRY A. GRAY,  
*Civil Engineer.*

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