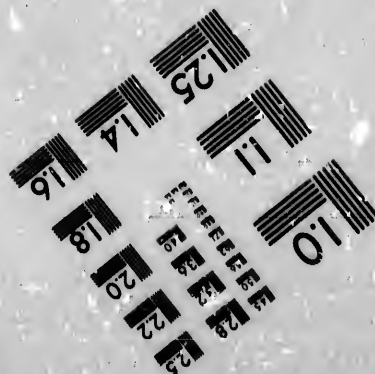
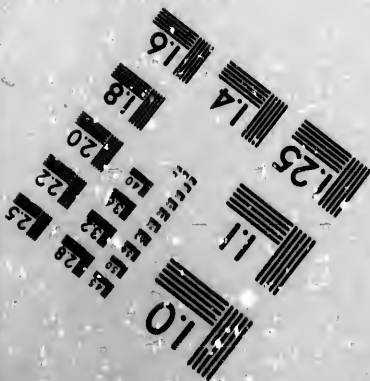
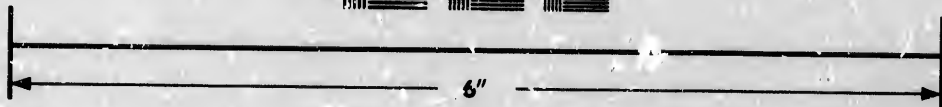
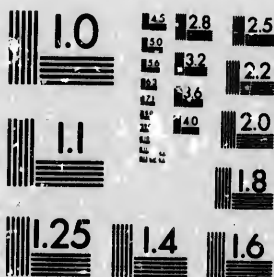


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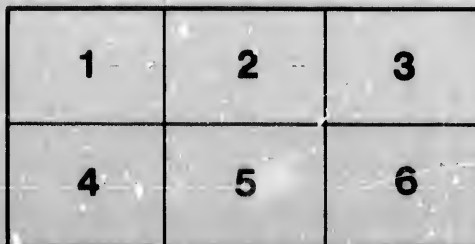
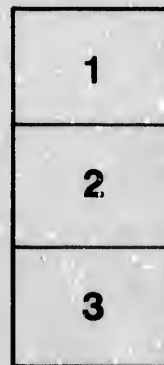
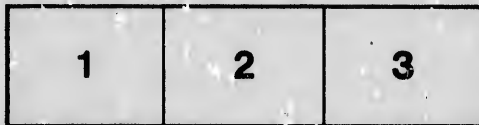
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# HALIFAX AND ITS BUSINESS :

CONTAINING

## HISTORICAL SKETCH,

AND

### Description of the City and its Institutions.

ALSO

DESCRIPTION OF DIFFERENT LINES OF BUSINESS, WITH  
ACCOUNT OF THE LEADING HOUSES IN EACH LINE.

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PUBLISHED BY G. A. WHITE.

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HALIFAX :  
NOVA SCOTIA PRINTING COMPANY.  
1876.

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## INTRODUCTORY.

THE present appears to be a critical era in the history of this beautiful city. It is in the power of the business men of Halifax, not merely to retain their present relative advantages and to repair the losses of the past, but to march forward in a career of unexampled prosperity, and assert for the capital of Nova Scotia the position to which it is justly entitled. This fair-havened city, facing the free ocean, and with the wide continent behind—has special facilities for collecting and distributing the products of sea and land—of the stormy north and the sunny south—of Europe and America. Halifax is nearer Europe than New York, Boston, or Portland. The frost-king never bars the harbor. It is within easy reach by sea and land of some of the richest coal fields in the world; and it has almost a prescriptive right to the West India trade.

With all these and many other advantages, it is impossible that Halifax should lag behind in the race of national progress.

It is the object of the following pages to give a brief but comprehensive survey of the past, a faithful presentation and picture of the present, and an honest forecast of the future, of Halifax. The facts laid before the reader have been gathered with conscientious diligence and care. No pains have been spared to secure accuracy and impartiality. The leading lines of business pursued in the city are briefly discussed, and the leading houses are described under each head. In no case, except with respect to the press, have we attempted to include all who are engaged in any one branch of business. Our plan compelled us to be eclectic, and to overlook a large number of very excellent firms in the lines mentioned.

The author's cordial thanks are due to a number of gentlemen who assisted him with information, with their counsel, and with their pens. Aid has been received from so many quarters that to particularize would be invidious.

The author does not imagine that his work will be pronounced *faultless*: all he claims is that he has done his best; and he is persuaded that notwithstanding its defects, he has by this publication, conferred a lasting benefit on Halifax and its business interests.

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## HALIFAX: HISTORICAL SKETCH.

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STEP back to the second day of July, 1749, clamber over rocks, and fallen trees, and scrubby underbrush, to the top of what is now Citadel Hill—some 250 feet above the sea level—and you find around you wherever your eye wanders, nothing but the vast wilderness, the green forest relieved here and there by the gleaming waters of the harbor, or by the sheen of some distant silvery lake. The lonely wild had then heard no woodmen's song, and the ringing axe had hardly wakened an echo. The harbor, safe and deep as it was, had only attracted occasional notice. But, looking out from your hill summit that day, you see a solitary "stately ship" rising slowly above the horizon, emerging from the fog bank, and making her way shoreward, the cool breeze filling her sails. On her mast is the "meteor flag of England." It is the sloop-of-war *Sphinx*, the pioneer of myriads of ships large and small that have since that July day entered and cleared the Port of Halifax.

The coming of the *Sphinx* that day meant much for Nova Scotia, and for all America, as well as for the city which was about to be founded. The struggle between Great Britain and France for ascendancy in North America had not then been finally decided. The New England Colonies lived in almost constant anxiety and dread of French or Indian invasion. France still held large possessions; she had many warm sympathizers along the shores of Minas Basin. Much of New Brunswick with the whole of Lower and Upper Canada was in her hands. The Old Colonies had reason to dread the aggressiveness of a vigilant and enterprising enemy. In 1746 the French formed a plan, and took steps to carry it out with ardor—to sweep the British Flag off the American continent from Newfoundland to Virginia. The Colonies were to be subjugated or exterminated, and France was to become the undisputed mistress of this vast continent. An ARMADA was prepared which it was hoped would prove invincible, consisting of forty ships of war, some of them the most formidable then on the seas, with thirty transports, and over three thousand sailors. The expedition left Brest with high hopes, under the supreme command of Admiral D'Anville, who was ordered to occupy Louisburg, reduce Nova Scotia, destroy Boston, and ravage the coast of New England. As in the case of another famous Armada, the winds proved fatally adverse. A succession of terrific storms destroyed or

dispersed the fleet, and on the 2nd September poor D'Anville reached this harbor with only two Ships of the Line and a few transports, and a broken heart. The enterprise was utterly blasted. The Admiral died six days after his arrival here, and the Vice-Admiral perished shortly after by suicide. 1,200 men had died of scurvy on the voyage. Barracks were built and attention was paid to the sick, but over 1,000 soldiers died in Halifax (then Chebucto) Harbor. Many of these are said to have been buried in the woods, and many were on the Dartmouth side, where their bones are supposed to have been discovered within the past few years. In course of a few weeks there were gathered in this harbor 5 Ships of the Line, and 25 Frigates and Transports of D'Anville's Armada. These sailed on the 13th October for Annapolis, intending to reduce that British stronghold and thus gain possession of the whole peninsula. They would then attack Boston,—perhaps. However they met a most violent storm off Cape Sable. Nearly all the ships were injured, and many were lost. The result was total failure. Not one of the objects with which the Armada set out was attained. But the British Colonists were much alarmed. Had not the storms fought their battles they might have fared badly enough.

Hence, earnest petitions were addressed to the British Government by the people of Massachusetts, leading to an investigation of the condition and advantages of Nova Scotia. The result was a determination to organize the country, and make "Chebucto" a place of strength. A treaty of peace had just been completed with France, Cape Breton with its fortified Louisburg, had been most unwisely given up. Many soldiers and sailors to whom the war had given employment, were now idle. The King authorized the "Board of Trade and Plantations" over which Lord Halifax presided, to organize a colonizing expedition. Thirteen transports left the English shores in May, 1749, and, led by the *Sphinx*, sailed for Nova Scotia. The emigrants were well provisioned for a twelve-month and fitted out with arms, ammunition and implements of industry. To meet the expenses of the expedition Parliament voted £40,000 sterling. Liberal grants of land were promised to all who would join the new colony. Edward Cornwallis, was appointed Governor; and a plan of civil Government was arranged. On the 12th July the transports arrived in good condition with their mixed multitude of intended settlers. The whole number that landed (including some from Louisburg) amounting to 2576.

In that summer, long ago, we are told that "Chebucto Harbor" sparkled with fish, and the coast far and near was rich in these "treasures of the sea." The new city was founded, partly at least,

with a view to the advantages its position offered for prosecuting the cod-fishery. The primary object was to establish a military and naval post which would be of special advantage should hostilities be renewed between the rival nations—and in those years nothing was so sure as war! From the first Halifax has been of great importance for military as well as commercial ends.

Edward Cornwallis and his associates were charmed with the beauty, the safety and the commodiousness of the Harbor. They attempted first to build the town at Point Pleasant, but the strength of the surf, the expected violence of south-east storms at that spot, and the extent of the adjacent reef, led them to change their plan and move up to what is now the heart and centre of the city. "North West Arm" was in those days "Sandwich River," and it was fondly but none to highly praised for its sheltered nooks and its capacity of being navigated.

On the 25th July 1749, and on board the ship *Beaufort*, Governor Cornwallis took the oaths of office, and a council of five was appointed and sworn in. The first council consisted of Paul Mascarene, John Gorham, Benjamin Green, John Salisbury and Hugh Davidson. This memorable day, when civil Government was first constituted in the city was celebrated as a Holiday, by the firing of a general salute and by universal festivity. Within a few days the council was increased to twelve by the addition of Ellison, Mercer, Steele, Horseman, Hopson, Lawrence, and How.

The men that helped Romulus and Remus to build the old Mother City on the Tiber, were not very exemplary in their character or winning in their ways. In fact they are confessed to have been somewhat rough and lawless. We fear that the same confession must be made of a considerable number of the founders of Halifax! Civil life with the monotony of steady toil, becomes extremely irksome to the man whose home was on the deep, or who was wont to march to the sound of martial music, or to the thunder of cannon. Our first citizens were largely soldiers and sailors, and they did not take kindly to the axe, the saw, the hammer, or the pickaxe. But they were brave and plucky men, and spite of all drawbacks, eleven acres were soon cleared of trees between the shore and the hill. Governor Cornwallis's house was built about the centre of this spot, where the old Provincial Building now stands. The vice-regal residence was guarded by two guns mounted on casks filled with gravel! But it was guarded too by brave and loyal hearts. Carpenters and other workmen from the interior, were attracted by offers of liberal wages, and thus before winter set in considerable progress was made in building.

Many frames for small buildings with the necessary plank, shingles,

&c., were imported from Massachusetts; but most of the first houses were of an extremely frail and rustic type. Trees were cut down; the branches were lopped off; the trunks were cut into convenient lengths—from eight to ten feet; these “logs” were then erected side by side, and stuck in the ground, thus forming the walls of the house. Rough boards were nailed on the outside, and the crevices were carefully caulked from the inside with dry moss or other convenient material. These shanties were but very flimsily roofed over, hemlock bark and spruce boughs sometimes doing duty for more costly materials. The first winter must, under the circumstance, have been peculiarly trying. Happily, Governor Cornwallis was an energetic and shrewd leader of men. He managed to find employment for all who were willing to work; and even the lazy do-nothing fellows were not left to be altogether useless: some who would not work themselves were excellent as superintendents of *others*!

French settlers had already brought some parts of the country to a high pitch of productiveness. Piziquid (Windsor), Grand Pre, the shores of Minas Basin generally, and other fertile agricultural spots, had been occupied for many years, by the “Acadians.” These people with their Indian allies were seriously alarmed at the forming of a place of such strength and magnitude as Halifax appeared to be. It augured ill for French domination in America. Though ostensibly there was peace between France and England, it was actually but a hollow truce. Their hostility in America was never keener than now. The French and Indians accordingly used every exertion to molest the founders of the city in order to prevent the extension of their settlements into the interior, and if possible to make them disgusted with the new town and thus lead to its relinquishment. Treacherous and fatal night attacks were frequent. Any person straying unprotected a short distance into the woods was almost sure to be shot down and scalped. Sometimes the Indians would make captives of their prisoners, and hold them for heavy ransom. Early settlers from Halifax were dragged about all the way to Louisburg to be sold to the French, who in turn sold these wretched, half-starved victims to their English friends. The attacks of the ferocious savages led, as usual, to deadly reprisals. Ten guineas were offered for every Indian scalp. Well-armed parties scoured the forests and shot down the Indians as so many wild beasts. The town was protected by a wooden breastwork all around it. Every man from 16 to 60 years of age was enrolled in the Militia and did duty in turn. The feeble and unprotected settlement of Dartmouth was twice or thrice the scene of tragic massacres by the Indians; and not till the country was finally wrenched from France did the poor savages learn that the English could ever be but

mental enemies,—could in fact prove true, just and generous friends. In six years the British Government expended here no less a sum than £415,584. Very much of this money was doubtless for war purposes; and remembering the character of the times it is not unreasonable to suppose that a considerable percentage of it never left London. Still the Government was exceedingly liberal in fostering the new settlement, for its vast importance in a naval and military point of view was early and fully appreciated. During the first five months of the city's existence it required eighteen licensed taverns to supply the thirsty inhabitants with liquors! That the business was lucrative in those days may be inferred from the fact that a tax of one guinea a month was imposed on each tavern-keeper for the benefit of the poor. At an early period (1754) the first Chief Justice (Jonathan Belcher) was appointed. Previous to this, law courts had been established, and justice was administered roughly and crudely we may be sure, but still as well as could be expected under the circumstances. Among the early laws was one well calculated to convert the place into a "Cave of Adullam": no debts contracted abroad prior to the settlement of Halifax, or to the arrival of the debtor in the town, could be recovered by legal process. Thus our fair city was in danger of becoming "an asylum for insolvent debtors." We get another curious glimpse into the *morale* of those early times, when Englishmen strode the boggy streets in cocked hat, wig, knee-breeches, and big buckled shoes; and Englishwomen walked sturdily inside a veritable HOOP (one hoop, and not the so-called hoops of our day). Men and women while alive could do something to help themselves; but the dead what could *they* do but lie still where they died! And so they lay on, and their living friends and neighbours cared not to pay the last sad rites. The Government had to impose penalties to compel those in the vicinity of the deceased's last place of abode to see to the burial.

The original limits of the town extended south to Salter street and north to Buckingham street, the width of the town being about a quarter of a mile. Barracks for troops and store-houses for a superabundance of arms, ammunition and all sorts of war material from Louisburg, had to be erected hastily. On the 11th September, 1749, the first execution took place. Peter Carteel was hanged, after due process of law, for the murder of Abraham Goodside. In dark fall and winter nights the streets were lighted with oil lamps. Good taste and forethought were shown by an ordinance imposing a fine of £1, or imprisonment for 48 hours, on any person injuring trees within the limits of the town.



A road was opened up to Windsor (Piziquid) and there was much going and coming of Indians, Acadians and English. A land route was established between the new capital and Annapolis, the old capital. We must not allow ourselves to attempt an account, however brief, of the exciting and troublesome questions that culminated in the melancholy and tragic expatriation of the Acadians. Suffice it to say that the authorities at Halifax had exercised very great patience with the French settlers, and that the policy of the latter was peculiarly aggravating at a crisis of great national peril. War at best is cruel: and this most cruel episode in the history of Nova Scotia, by which 1923 souls were torn from the homes they fondly loved,—occurred in 1755, six years after the founding of Halifax. The act at the time met with the general approbation of all, except the sufferers and their compatriots.

Murdoch tells us that the occupants of the 300 houses which formed the town in the early months 1750, were "cheerful and convivial." They were not afraid of Indians or French, and never unready to return stroke for stroke, or to exact scalp for scalp. They were wont to spend in drill one hour every Sunday morning, just previous to going to church. The militia numbered 840. George's Island was fortified and some settlers ventured to the Dartmouth side of the harbor. The reward for Indian scalps was raised to £50. The French encouraged desertion, and the deserters when recaptured, as was often the case, were shot or hanged. 300 Germans arrived, a large number of whom were artificers; these got 2s. a day as wages, while common labourers were paid 1s. and 6d: with rations in both cases.

Prices naturally fluctuated more than in these days. Lumber was at times as low as £2.15 per 1000 feet, and at times it rushed up to £6. Lime, used for brick making, cost 25s. per hoghead. Meat of all kinds ranged from 1½d. to 4d. per lb. Coffee, 6d. Tea, 7s. Sugar from 8d. to 16d. In the summer of 1750, fish was abundant, and 250,000 quintals of cod were prepared for exportation. Rum was taxed in order to raise money for a bounty on the fisheries. A bounty of 20s. an acre was given for cleared land; 2s. per cwt. for hay; 2s. per bushel for wheat, barley or rye; 15 for oats; and 3d. per lb. for hemp. Similar aid was frequently extended in subsequent years.

In 1751, Halifax was divided into 8 wards, and the people authorized to make the following elections: 8 overseers; town clerk; 16 constables; 8 scavengers. The penalty for stealing fish from the flakes was fourfold restitution and a whipping round the flakes. Theft from the beach or streets was similarly punished,—whipping forming

an important element in the penalty. "Riding the wooden horse" was enacted as a penalty for certain offences, by militia law.

In May of this year happened the memorable massacre by the Indians, at Dartmouth, in which six or eight settlers lost their lives. The troops in charge of the place had become carelessly secure, and the result was a deadly night surprise of the settlement, and the murder of men, women, and children.

In 1752 Governor Cornwallis retired and was succeeded by Governor Hopson. This year many of the German immigrants were sent to Lunenburg, where they gradually became a well ordered community, and where their descendants flourish finely till this day.

In 1754 a newspaper was printed here for the first time. It was called the *Halifax Gazette*,—a model pioneer in the field of Nova Scotia journalism. At that time, what are now the Provinces of Ontario and Quebec with their three millions of population, could boast only of 55,000. There were probably a few dozen Englishmen scattered among those thousands, but mostly if not wholly as captives rescued from the hands of Indians, and held for ransom. Nova Scotia was proportionately better peopled than the larger Provinces, and had not HALIFAX been founded and built up here as a centre of British influence, "Acadia" might have proved a second Quebec, a land dominantly French. On the 21st Oct., after a public breakfast, a sermon in St. Paul's Church, an anthem, and a procession, the Supreme Court met for the first time, with Jonathan Belcher as Chief Justice.

We have already alluded to the memorable expulsion of the Acadians, which occurred in 1755. No doubt the tragic fate of Braddock's expedition contributed largely to lead the British authorities to the adoption of extreme measures. Far more gratifying must it have been to the people of Halifax in those days to have heard of the capture of Beausejour (Fort Cumberland), and the fertile region about the isthmus connecting Nova Scotia and New Brunswick. There were mutterings deep and many indicative of the approaching outburst of a decisive war between the rival nations. The prize was the sovereignty of a continent, and ultimately the leadership of modern civilization, and the contestants were the Gallican and the Anglo-Saxon races. War was not yet formally proclaimed; but hostilities had virtually commenced. Several prizes were brought into Halifax and condemned. This year batteries were established at the Lumber Yard, at the Queen's wharf, and at the Ordnance wharf.

In 1756 a party of Indians invaded Rous's Island in Mahone Bay, caught a boy and compelled him to be their guide to the house of an Englishman, named Payzant, on a lovely island close by. They

seized Payzant, killed and scalped him, killed and scalped a woman-servant, a child, and the boy that had been their guide, and then carried off Mrs. Payzant and four children to Canada. This cruel raid led the government at Halifax to issue a proclamation, offering £30 for every male Indian prisoner, £25 for his scalp and £25 for every Indian woman or child. It was a wonder that under such circumstances the aborigines were not wholly exterminated. War, whose dark clouds had so long impended, broke out in all its fury in the summer of 1756. Next year (1757) representative government was established in the Province,—16 members to be elected for the Province at large, 4 for Halifax, 2 for Lunenburg, 1 for Dartmouth, and 1 each for Lawrencetown, Annapolis, and Cumberland,—in all 26. A large fleet, with 1200 men, visited Halifax in the summer, but Lord Loudon, who commanded, had neither courage nor skill for any great enterprise. His operations were almost a total failure, and some were darkly disastrous. Halifax lived in daily dread of invasion.

In the summer of 1758 this harbor presented a busy and heart-stirring scene. The recapture of Louisburg had been resolved upon and preparations were made adequate to the great occasion. 23 line of battle ships, 18 frigates, and about 100 transports were assembled here. The soldiers numbered over 12,000, under Amherst, Wolfe, Lawrence, and other notable men. This magnificent fleet, and this strong force, sailed out of Halifax on Sunday, the 28th May, on what proved to be a tedious and an arduous undertaking. It was not till the 28th July that the gallant defenders of Louisburg were compelled to surrender, finally and forever. The first capture, in 1745, was a brilliant achievement, but the advantage then gained had been providently sacrificed by a government which did not realize the value of such a stronghold. However, had Louisburg not been temporarily restored to France after 1745, it, and not Halifax, would probably have been the capital and naval and military headquarters of Nova Scotia.—Next year the fleet which was to engage in the more daring and difficult task of besieging Quebec gathered in the port of Halifax and sailed for the scene of war early in May. The siege which lasted over two months, ended gloriously to British arms on the 14th September.

On the 2nd October, 1758, the first Legislative Assembly, consisting of 19 members, met in Halifax,—Robert Sanderson, Esq., was elected Speaker. The members gave their services gratuitously. All the money they had to work with was a sum of £2,204.17.11, a balance of duties raised on spirituous liquors. One of the earliest resolutions of the Assembly was to build a lighthouse on Sambro. The sum of £1000 was voted for this object, and a sum of £500 for a work-

house. Wages were so high and labor so scarce that the permission of the authorities was given to soldiers to work at 18 pence a day for artificers and 6d. a day for labourers. A grant of £400 of the spirit fund was made to finish the church (St. Paul's) "and £100 to the dissenting meeting house" (St. Matthew's.)

On the night of the 3-4 November, 1759, Halifax was visited with a most violent and destructive gale of wind. The wharves were damaged, and the sugar and salt in stores close to the beach were nearly ruined. The gale extended over the Bay of Fundy, and dyke lands in all directions were overflowed.—The second Legislative Assembly met on the 4th Dec., 1759, and consisted of 20 members. The Governor's speech referred to the fall of Quebec, "that barbarous metropolis from whence his good subjects of this Province and the King's other American dominions have groaned under such continual and unpardonable wrongs." The Assembly in their reply spoke of "Canada" as the mother and nurse of the most cruel, savage enemies to these His Majesty's American colonies. The House still declined to receive pay. They appointed a chaplain, Rev. Mr. Wood, to read prayers every morning, for which service he received three shillings a day, to be paid by the members out of their own pockets.

1760 is memorable for the demolition of Louisburg; the complete conquest of Canada; the death of Paul Mascarene, and of that most able and patriotic man, Governor Lawrence, whose services to his country were of incalculable value. In the same year died King George Second, leaving the throne to George Third, whose reign became so memorable in the history of America. The Proclamation of the young King was, in Halifax, a very imposing and elaborate ceremony. A procession of military and civil officers, clergy, and principal inhabitants, was formed, and "His most sacred Majesty" was proclaimed at the following five places: Courthouse door, North Gate of the Town, Governor's House, South Gate of the Town, and lastly on the Parade. There was much firing of cannon and of small arms, and feasting, illuminations, bonfires and fireworks followed. After all this rejoicing, the town went into due mourning for George Second.

In 1761 the little Dutch Church at the corner of Brunswick and Gerrish Streets was erected, the Council voting £47.14.11 for that purpose. The third Assembly met this year and undertook to legislate for the moral and religious interests of the people, as well as for their temporal interests. 38 shillings were voted for Bibles. A clergyman was provided for Lunenburg. An act was passed for the better observance of the Lord's Day. In the following year, Governor Belcher pathetically urged on the attention of the Assembly the "in-

supportable load of debt" incurred. It amounted to about £4,500. The Assembly was most cautious in its expenditures, and refused to make grants for the relief of distress at Truro and Yarmouth, on the ground of this "great load of debt."

The French made an unexpected descent on Newfoundland and took easy possession of St. John's. This created boundless panic in Halifax. Frequent Councils of War were held. The militia were armed. Old batteries were strengthened and new ones constructed. Martial law was proclaimed. A boom was constructed to defend the North West Arm. A chain was stretched across, and a well-armed sloop took up a position inside these defences. The French settlers all over the country were regarded with keen suspicion. The hostility of the Indians was dreaded. In autumn Newfoundland was reconquered by the British and Halifax restored to its wonted sense of safety. This year died Abbe Maillard, once Vicar-General of Louisburg. He had great influence with the Micmacs. He made his peace with the English four years before his death, and was buried with the greatest honors. Rev. Thomas Wood (Church of England) attended his death bed, read to him at his own request the prayers for the dying in the English prayer book, and at his funeral read the English Church service in the French language. For many years after the settlement of Halifax, close intimacy and unfailing courtesy marked the intercourse of the Roman Catholic and Protestant clergy.

The advocates of a prohibitory liquor law will read with interest a remark made by Governor Belcher in his speech to the Assembly in 1763. As to revenue, said he, "we rely upon the consumption of a noxious manufacture, which it is the very object of the laws to restrain; nor would it be an unpolitical wish that we could wholly prohibit." Up to this time new laws were published by being read at the Parade after notice by beat of drum. Henceforth the laws were to be printed.—Mahogany chairs were provided for the members of Assembly.—In 1764 the north end of the north suburbs petitioned that their part of the town be called "Gottingen." This was granted. Captains of men-of-war in the harbor were appointed Justices of the Peace!

In 1765 were heard the first mutterings of deep discontent in the colonies, arising from the "stamp act," and ending in the "Independence of the United States" This obnoxious act was partially submitted to in Nova Scotia, owing no doubt to the comparatively recent date of its settlement and the numerous benefactions of the British Government. Year after year Parliament contrived to irritate the colonies by most injudicious enactments: among the rest was the prohibition of native manufactures.

In 1769 we read of two women, one a negro, being punished by public whipping for stealing.—In 1770 an act was passed to raise £1000 by lottery to improve roads and bridges.—In 1774 an Orphan Home existed in Halifax, in which 26 children were maintained at the public expense. Cost £250 a year.—The "Tea" trouble affected Halifax to some extent.—A proclamation was issued forbidding public meetings.—In the autumn, 51 carpenters were sent from Halifax to Boston to build barracks there—resident mechanics being unwilling to work for the Crown at any price.—Trade with the West Indies commenced this year.—In 1775 the troubles in the "Northern Colonies" became serious. The contest actually commenced. This led to many "Loyalists" hastening with their property to Halifax and other parts of Nova Scotia. Troubles and perils multiplied on every side: among others small-pox.—In August there were provisions in the town for only three weeks. Fuel also was extremely scarce. As the season advanced general distress prevailed. Martial law was again proclaimed.—Congress had raised 13,000 troops for the capture of Halifax, but the invasion was delayed from dread of small-pox.—1776, so memorable in the annals of the United States, was a gloomy year in Halifax.—All Canada had fallen into the hands of the insurgents, with the exception of Quebec, and though Halifax was eminently loyal, there was considerable discontent throughout the Province. A "reign of terror" continued till the end of the American war.—In 1778 the expenses of the Legislative Assembly, including chaplain, door-keeper and fuel, amounted to £100.—American privateers continued to injure the trade of the port, but occasionally very rich prizes were brought in by men-of-war and by native privateers.—In 1780 the Assembly voted £1500 for a Public School in Halifax, the school master to be paid £100 a year,—the money for building to be raised by a lottery!—In times of war every hour has its excitement, every day its surprise. Halifax at this period was enlivened with the constant arrival and departure of ships of war, privateers, prizes, &c.—To receive tidings from London was usually a matter of from 8 to 10 weeks. Communication with other parts of the world was equally slow and uncertain.

Very large numbers of Loyalists arrived in Halifax about the close of the Revolutionary War; but many, after a few years, returned again to their old homes or sought "fresh fields and pastures new" further south or west. From the first settlement of Halifax, there was a strong tendency among portions of the population to emigrate further south.—In 1784 a Roman Catholic Chapel was built near where St. Mary's Cathedral now stands. In the previous year the Legislature passed an Act allowing the free exercise of the R. C.

Religion in the colony.—Till 1784 New Brunswick was a part of Nova Scotia, and representatives from that Province sat in the Assembly at Halifax. The Assembly elected in 1770 held seventeen sessions and existed for fourteen troublous and eventful years.

In the autumn of 1784 a Halifax house, Messrs. Cochran and Holmes, received the first return from a whaling expedition,—a schooner with upwards of 150 barrels of oil, and a quantity of whale bone. Next year the Nantucket whalers proposed to make this their headquarters. The enterprise was carried on with some success till 1792 when the whalers removed to England.—Prices were excessively high at times,—flour £3.10 stg. per cwt.; beef 2s. 6d. per lb.; butter 5s. per lb.

This was an age of "protection" and "bounties." Importations even from the United States must be in British vessels navigated by British subjects. "Free trade" was practically unthought of.

On the 4th Oct., 1786, His Royal Highness, Prince William Henry, afterwards William Fourth, visited Halifax; where his reception was brilliant and enthusiastic. He wintered in the West Indies and returned next June. There were receptions, salutes, illuminations, dinners, demonstrations, &c., and in about a fortnight the Prince departed for Quebec. He visited Halifax again in November, and also in the following year.—In 1788 an election riot took place, resulting in the death of one man and the injury of several persons. Party spirit rose in connection with charges against the Judges. Sterns and Taylor, lawyers, urged these charges which appear to have had no real foundation. The Judges struck both these men off the roll of attorneys. Long debates on the "trial of the Judges" took place in the Assembly of 1789 and subsequently. The impeachment ended in the acquittal of the accused by the Privy Council (in 1792).—On the 23rd July the Court House, then at the corner of Buckingham and Argyle streets, was burnt.—In 1792 over 1200 negroes—mostly freed slaves, were shipped from Halifax to Sierra Leone, in 15 vessels. The voyage was made in 40 days and there were but 70 deaths on the passage, which was considered remarkable under the circumstances.

This was the tragic era of the French Revolution, and war with France broke out in 1793. Halifax was loyal as usual and ready to do her share of fighting. Attacks by the French fleet were expected, but happily the enemy never came.—In 1794, Prince Edward (the father of Queen Victoria), visited Halifax and became a universal favorite, by his affability, benevolence and liberality. "He gave employment to workmen of every kind. He interested himself sincerely in the welfare of families and individuals, and this feeling continued

during his life; for long after he bade a final adieu to Halifax, his exertions and influence were often used to procure commissions, pensions, or employment for persons whose parents he had known while here. He remained in fact the ready patron of Nova Scotians until his death." (*Murdoch*, vol. 3, p. 124.)

During the war British cruisers often arrived in Halifax with prizes. On one occasion thirteen of these were brought in by two cruisers. Cargoes of flour, wine, fruit, &c., were often captured, and the market here was abundantly supplied with "good things." Halifax was destined to hear and but to hear the battle's distant din.

In 1796, 550 Maroons were brought from Jamaica to Halifax, and an attempt made to utilize them on the fortifications. Numbers were located at Preston. They had been wild and desperate "rebels" in Jamaica,—the descendants of old slaves, living in caves and fastnesses where they laughed to scorn all efforts to conquer them, until Cuban dogs were procured to hunt them down. The alarm created by the arrival of the dogs led to instant submission. The Jamaican Assembly expended £41,000 on their transportation to Halifax and settlement at Preston. In 1800 these people, unable to earn their living in a cold climate, were sent in a body to Sierra Leone.

Next year the foundations of the Law Library were laid by a present from Sir Thomas Strange, of all his professional books. The man-of-war *La Tribune* was lost this year at the mouth of the harbor and only 12 of her company saved.—In 1798 Prince Edward was somewhat seriously injured. His horse fell and rolled over him, bruising his leg and thigh. Acting reluctantly on the advice of his physicians he returned to England.

At the close of the Legislative session in 1799, Mr. Speaker Uniacke referred to the fact that 50 years had elapsed since the founding of the city. "There are members both of the Council and Assembly, who recollect when the first tree was felled on the spot where you now preside over a flourishing and happy colony."—On the 6th September, Prince Edward (now Duke of Kent) returned to Halifax and was received with enthusiasm. He usually resided at the "Prince's Lodge," on the west side of Bedford Basin.—Halifax imported this year £200,000 worth of British manufactures.

The Duke of Orleans with his two brothers visited Halifax in November. The Duke afterwards became King Louis Philippe of France. Another distinguished visitor was William Cobbett returning from New York to Great Britain. While here he dined with the Duke of Kent. "He who first landed in N. S. a simple corporal, soon sat as a guest among princes and generals," owing to his wonderful



industry and genius.—On the 4th August the Duke of Kent (Prince Edward) finally bade adieu to Halifax and sailed for England.

Military executions were not unfrequent in those days. In one year four soldiers were put to death, and on the 7th August, 1800, three were hanged at the same time, for acts of mutiny and desertion. Eleven had been sentenced to death, but 8 were reprieved at the foot of the scaffold. Persons guilty of piracy and murder were hanged and then hung in chains at some exposed point of the peninsula.

Among the deaths of this year we note that of the first Halifax printer and publisher—Anthony Henry, aged 66 years. He was King's Printer for 40 years.—Here is a noteworthy advertisement: "For sale, a likely, stout negro girl, aged 18 years, good natured, fond of children, and accustomed to both town and country work. For particulars apply at the Old Parsorage, Dutch Town."

The achievements of some Nova Scotian privateers are recorded not without pride. The "Rover" under Godfrey, armed with 14 4-pounders, 55 men and boys, encountered a French vessel of 16 guns, 155 men, and carried away from her an American brig, a prize which the Frenchman had captured. Afterwards the Rover gave battle to a Spanish schooner and three gunboats and utterly discomfited them, though the schooner mounted 10 six-pounders and two 12 pound carronades, with 125 men. 31 were killed or wounded and the rest were made prisoners. The Rover lost not one man! This is but a sample. The British Government offered Godfrey the captaincy of a man-of-war, but he preferred his wild freedom.

A short and treacherous peace was patched up between Great Britain and France in 1801, but war broke out again with redoubled violence in 1803, and continued with hardly a breathing space for 12 years.—In 1808 there was a grim prospect of war with the United States.—Robert Emmett attempted to rouse New York to the fighting point. He wished to begin by conquering Halifax, which he hoped to achieve by the aid of 7000 men. The United States Government laid an embargo on trade with the colonies, but this rather added to the prosperity of Halifax than injured it.—Aaron Burr visited Halifax incognito, in a friendly way, and proposed certain projects to the authorities about the annexation of Florida, &c.

In 1811 misunderstandings between U. S. and Great Britain became more frequent. The *Little Belt*, 20 guns, was attacked, by the U. S. ship *President*, 44 guns, and badly cut up. The former hastened to Halifax for repairs. The *President's* officers declared that the *Little Belt* commenced the fray; but this was emphatically denied, and was not likely considering the different sizes of the vessels. Next year the United States declared war against Great Britain. Numerous

prizes were taken into Halifax. Privateers were active on both sides. The Americans almost always had the advantage in size and equipment of their vessels,—for Great Britain had all Europe on her hands: victory accordingly largely favoured the American flag.

On Sunday, June 6th, Halifax was intensely excited by the arrival in port of the "Shannon and the Chesapeake" after their famous duel off Boston harbor. Captain Broke, cruising off Boston, in the Shannon, 38 guns, invited Capt. Lawrence, a gallant young American, who had command of the Chesapeake, to combat. The Chesapeake mounted 49 guns. Lawrence promptly availed himself of the offer, manned his ship with 440 picked seamen, and, completely fitted for action, put to sea on the 1st June. Some gentlemen and ladies of Boston, went out in sail boats to witness the expected victory. The "Shannon" took position between Cape Ann and Cape Cod, and there awaited the attack. The "Chesapeake" bore down on her rival in handsome style and delivered her broadside. The engagement lasted just fifteen minutes, and it ended in the capture of the "Chesapeake." Capt. Broke was badly wounded, and Capt. Lawrence was wounded mortally. The Shannon had about 90 killed and wounded. She went into action with 330 men. The "Chesapeake" lost 70 killed and over 100 wounded. Capt. Lawrence died on the 5th June. On the 8th he was buried in the graveyard opposite Government House. His remains were landed under a discharge of minute guns and were followed to the grave by his own surviving officers, all the British naval and military officers in the town, and many of the inhabitants. On the U. S. flag which covered the coffin, were placed the sword, cap and other ensignia of rank of the deceased, and the pall was supported by six Captains of the Royal Navy. A military band attended and 300 men of the 64th Regt. fired three volleys over the grave. The funeral service was performed by the Rector of St. Paul's. His remains were afterwards removed to the U. S.

A large number of American prisoners were kept on Melville Island at the head of the North West Arm—a spot where French prisoners also were also secured, and where the time often passed very merrily. In 1813 the buildings on the little islet became too small to accommodate all the prisoners brought in, and many were allowed to hire with neighbouring farmers.

At this time the town was very prosperous. It was the headquarters of a vast fleet, and of a lucrative illicit trade with the United States. Prizes were swept into the harbor—French, Spanish, American. The youth were eager to share the fortunes of war. Five Halifax lads rose to be Admirals in the British navy. Trade flourished.

Prices and rents were high. Agriculture and the fisheries prospered. From 1811 to 1815 the town and port were bright with the "pomp and circumstance of glorious war."—Many negro slaves from Maryland, &c., fled for freedom to the British fleet when the latter invaded the U. S. coasts. These negroes were taken partly to Halifax and partly to Bermuda. Their descendants form a picturesque element in the population of Halifax.—1815 brought peace to the world, and nowhere was the success of British arms and British policy more heartily gloried in, than in the capital of Nova Scotia.

In 1817 Earl Dalhousie, then Governor, proposed to establish a College in Halifax—"the seat of the Legislature—of Justice—of the Military and Mercantile Society"—on the model of Edinburgh College. His proposal was sanctioned by the Legislature and the Crown. The "Castine Fund"—proceeds of war-captures—was principally devoted to this object. The result is seen in "Dalhousie College," the corner stone of which was laid on the 22nd May, 1820.—The winter was astonishingly cold. Ice 26 inches thick was formed on the Potomac. Halifax harbor was encumbered with ice for weeks and the Eastern passage was closed till the 25th April.

In 1818 a central Agricultural Society was formed, and much done to encourage farming pursuits. This was largely owing to a series of letters published by Mr. John Young, under the nom de plume of "Agricola." Liberal grants were made from time to time by the Legislature, to stimulate the agricultural interest.

The representatives assembling in Halifax were unpaid till 1819. This year they voted themselves 20s. a day for 35 days. The members of the Legislative Council gave their services free for many years longer.—The only fatal duel that ever occurred in Halifax, took place on the 21st July, 1819. Bowie, a merchant, had challenged R. J. Uniacke and was mortally wounded. The scene of the duel was near the Richmond Railway Depot.—The naval establishment was largely reduced and important Dockyard works were removed to Bermuda, greatly to the dissatisfaction of Halifax.

In 1834 the frightful scourge of Asiatic cholera visited Halifax, and for about two months—August and September—continued its ravages, producing such desolation and distress as had not been witnessed in the city before, and have not since.—The sensation of the following year was the attack of Joseph Howe upon the Magistrates, his trial for libel, his defence of himself, and his triumphant acquittal by the Jury. From that day, till death closed his eyes in the Government House on the 1st June, 1873—and a mourning city followed the mortal remains of their first native Governor to Camp Hill Cemetery,—Joseph Howe, the Printer's boy, occupied a prominent place

in Halifax, in Nova Scotia, and latterly in British America.—In 1842 Halifax was incorporated, and it has ever since been ruled by its own elected Mayor and Aldermen. In this year its streets and houses were first illuminated with gas. *which has proved a damn curse by its being a monopoly*

On Monday, June 1st, 1840, *Unicorn*, the pioneer of the Cunard fleet of steamers, arrived in Halifax and was welcomed amid great rejoicings. The first steamers of the regular line plying between Liverpool, Halifax, and Boston,—the *Britannia*, left Liverpool on the 4th July and arrived at Halifax on the 17th, in 17½ days.

On June 8th, 1849, the Centenary of Halifax was celebrated. At dawn a salute of 100 guns was fired, and the whole day was devoted to shows, processions, orations, &c. Hon. Joseph Howe composed a song for the occasion, which has retained its more than local popularity :

“Hail to the day that the Britons came over,  
And planted their standard with sea foam still wet!  
Above and around us their spirits still hover,  
Rejoicing to mark how we honor it yet.”

Halifax was this year connected with New Brunswick and the continent generally by means of the Electric Telegraph.

In 1854 a “Reciprocity Treaty” with the United States came into operation, and served to advance the prosperity of Halifax as well as the whole country. This year also the Railway system which centres in Halifax was commenced.

On the 1st January, 1857, a very destructive fire swept a great part of Hollis Street and destroyed St. Matthew’s Church. On the 9th of Sept., 1859, Granville Street was nearly all burnt down—causing a loss of over a million dollars. On the 12th January, 1861, two blocks were destroyed by fire where now the Post Office stands. These disasters resulted in a very great improvement in the appearance of the city,—for the people are extremely conservative and will cling to an old building as long as possible, fire being the most effective renovator and revolutionist.

Since 1847 an ample supply of good water has been brought into the city from the lakes at a distance of from six to ten miles. The water supply is said to be adequate to the requirements of a city of 80,000 inhabitants.—In 1860 the Prince of Wales visited Halifax and his reception was brilliant and enthusiastic.—In 1869 Prince Arthur visited Halifax and was received as became his rank.

During the great civil war in the United States an extensive contraband trade was carried on from Halifax. The sympathies of the mercantile community were largely with the South.—The “Fenian

scare" of 1866 caused much excitement, and the amplest preparations for defence.

In the autumn of 1854 there was held in Halifax an Industrial and Agricultural Exhibition, which excited much interest at the time. Several exhibitions have been held since that year, but none have commanded such universal commendation.

In 1866 the *S. S. England*, with cholera on board, came to the mouth of the harbor. Many of the passengers died, and Dr. Slayter, the Health Officer of the port, fell a victim. The plague did not touch the town.

Early in 1870 the Inman steamer *City of Boston* sailed from Halifax for Liverpool, having on board a considerable number of prominent business men. She was never heard of. Her loss cast a deep and lasting gloom upon many family circles in this city.

Here we must close our not uneventful story. We found Halifax an unbroken forest; we have traced its growth through many prosperous and adverse years; and we leave it a beautiful city, possessed of one of the finest harbors in America, rich in realized wealth, richer still in its bright hopes for the future,—strong in its marvellously complete system of fortification, but stronger by far in the honesty, the public spirit and enterprise of its population.

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## PRESENT CITY.

BEAUTIFUL for situation, favored beyond most cities, lies Halifax upon its peninsula, nearly islanded by the gleaming sea. In front of the City is the spacious and well-sheltered harbour, while the North-West Arm and Bedford Basin almost clasp it in their silvery embrace. The best "view" obtainable of Halifax and its scenery is from the Citadel. Towards the East and South the sea and sky bound the distant horizon. In other directions low ranges of hills rise and swell and fade into a dim line of purple fifteen or twenty miles away. In summer-time the horizon is often rimmed with great, jagged, crag-like clouds, reminding one of ranges of snow-clad mountains.

Along the Atlantic coast from Canso to Yarmouth silvery arms of the turbulent sea cleave the rocky barrier and run far inland. These appear as if designed by the Great Architect with a view to the safety and delight of man; for without these the South-Eastern coast of Nova Scotia would be a homeless wilderness, the waters chafing against angry cliffs of slate and granite. They are now a source of wealth and scenic loveliness. Brooks and rivers rush to their embrace.

They shelter the little boat "that wins the bairnies' bread," and the gallant bark that woos the gales of distant seas, or dares the winter hurricane. They embosom little islets that are as many-hued gems set in azure and crystal and gold. The "North-West Arm" is one of these; and on the other side the Harbour is prolonged through the Narrows away up to Bedford, spreading into a spacious, land-locked basin. The Harbor itself is well sheltered from every wind that blows. In the mouth of it lies MacNab's Island, still largely crowned with its virgin hardwood forest, which in summer refreshes the eye with the greenness of its foliage, and in autumn dazzles with the splendor of its varied hues. East of this Island is the "Eastern Passage," sinuous and picturesque, and often used by the smaller craft that sail along the shore. On the Western extremity of the Island (Meagher's Beach) is the lighthouse, a humble structure, but ever true in its gleam of warning and of hope to the sailor and voyager.

In the heart of the Harbor rises St. George's Island, small, egg-shaped, bristling with guns, ready to sweep the Harbor with its terrific batteries, commanding the heart of the town and all the wharves and shipping.

To look down upon a town—even on Quebec or Edinburgh—never does justice to it; and the City of Halifax as you scan it from the Citadel is no exception to the general rule. You see ships, warehouses, shops, smoky chimneys, dingy roofs, streets with their rattling cars, carts and carriages; clouds of swirling dust at times; towers and spires of churches and other public buildings. Thus the best part of the city suffers most from the point of view we have chosen. Proceeding up the Harbor we see the Dockyard with the gallant ships-of-war slumbering peacefully as if no thunder slept in their sides. The "North End" is beautiful in summer, with its trees and gardens, and elegant private residences. Westward of the town are green fields, cottages, trees trim and leafy, trees small and scrubby, and wasteland, till you reach the "Dutch Village." We come south-westwardly to the head of the "North West Arm," where the scene is peaceful and very delightful, and "loved little islands" and sheltered nooks are doubled by the mirroring waters. Wealth, taste, fashion, are seeking retreats along the "Arm," and rapidly transforming waste places into charming gardens, and fertile fields. The houses for the most part are painted white, and they nestle amid groves of dark green. Following down the course of the "Arm" we come to the "Park," with its miles of roads and paths winding through the native forest and by the sounding shore, and among forts with their stupendous walls of earth and granite. West of the Citadel extends the Common, the *Campus Martius* of Halifax, the scene of many a brilliant military pageant.

South of the Common come the extensive and beautiful Public Gardens. West of these again is Camphill Cemetery, the City of the Dead, flat, shelterless, and unattractive, the very antithesis of Greenwood or Mount Auburn.

Across the Harbor, eastwardly, more than a mile away, rises Dartmouth, its houses white and pretty, and many of them embosomed in trees or surrounded with green fields. The Lunatic Asylum on Mount Hope towers, massive and dull, in the distance. It has more of moral merit than material beauty associated with it; but its site is all that the eye could desire, and it commands the best possible view of the city, the harbor, and the outlying islands and hills.

The tourist from the hot interior of the Continent or from any of its great cities, will find in Halifax much to delight his eye and tone up his relaxed nerve and muscle. Nothing can be lovelier than a summer morning on Halifax Harbor; the water still as glass—ships great and small sleeping without fear of storm—seagulls poising themselves easily in the buoyant air and playing with their own shadows—the rising sun attended by rich masses of white and golden and purple clouds, and the waters redoubling every tint and colour and form. The Great Artist produces this picture very often, but always with some variation of beauty.

In July and August, at noonday or earlier—often as early as 9 o'clock—comes the welcome sea-breeze, gentle, cool, and bracing, a friend to health and comfort. It rolls the waters of the harbor into little laughing wavelets that break with soft plash on the thirsty sands. Children, invalids, "young men and maidens,"—all who love the pure cool air, are apt to wander towards Point Pleasant, and among the shady paths and nooks around it where nothing seems wanting to complete the conditions of a happy life in summer.

In the evening the sea-breeze folds its wings and seeks repose. The snowy sails of pleasure boats are furled, and the oar is plied on the glassy bosom of the harbor. The moon and stars add new glory to the scene. Sometimes, however, fog comes in, and with chill touch blots out all the beauty of the landscape. It comes wet and heavy, driven by the east wind. But wait a few hours till the sun is high, or at worst, till the wind has changed to west or north, and then you will see a picture not to be forgotten as the fog gathers up its trailing skirts and reveals the islands, the gleaming headlands, the snowy sails of many ships, and the wide, limitless sea. Sometimes the fog creeps in at night, and hastes away from the morning sun; sometimes it forms a great wall out seaward.

One of the grandest sights to be witnessed in Halifax is a storm from the south-east. Those who live far inland have no idea of the

might that is in the sea, driven into fury by fierce winds. A small part of the peninsula, below the Park, is exposed to the full force of the ocean in a south-east storm. The big waves then come in tumbling, rolling, dashing madly against the beach, with a noise like thunder. The spray rises high and is driven inland. Niagara itself is not more terribly grand than this spot when the tide is high and a full gale is blowing. Huge fragments of rock are hurled about, churned and crashed against each other as if they were pebbles. The roar of the elemental strife is so loud that thunder or the discharge of a park of artillery would hardly be heard.

The peninsula upon which Halifax is built looks as if it were created to be the site of the healthiest and fairest, if not the greatest, city in America—the sea nearly all around it—its foundation the everlasting rock—the ground sloping gently on all sides, thus securing facilities for perfect drainage—the supply of good fresh water from lakes superabundant—and constant access to the wide wide world by sea and land.

Statistics, both of military and civil life, prove that Halifax is exceptionally healthful. No serious loss of life has resulted from any epidemic since Cholera visited the city in 1834. It is noteworthy that the first European name given to the port was *La Baie Saine*—“Bay of Health.”

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## PUBLIC INSTITUTIONS.

IN 1871, when the last census was taken, Halifax had a population of 29,582. It is now probably 31,000. There is no lack of churches, there being more than one place of worship for every 1000 of the population. They are denominationally as follows:—Episcopal, 7; Presbyterian, 7; Methodist, 6; Roman Catholic, 3; Baptist, 3; Freewill Baptist, 1; Congregationalist, 1; Universalist, 1; Plymouth Brethren, 1; Mission Church, (Union) 1; African Methodist, 1; African Baptist, 1: in all thirty-three. Some are old and venerable. St. Paul's was built a year after the founding of the town,—in 1750. Some of the churches are small, and with small congregations. There is no “Established Church.” The British Government pays the chaplain who officiates for the military in the Garrison Chapel.

**SCHOOLS AND COLLEGES.**—DALHOUSIE COLLEGE was founded by Earl Dalhousie, and has made but slow, and for years very uncertain progress. It is now well equipped, and has over 100 students. ST. MARY'S COLLEGE is maintained by the Roman Catholic Church. THE PRESBYTERIAN COLLEGE occupies a building in the north end,



on Gerrish Street. There are several private academies of repute. The Public Schools are intended to accommodate every schoolable child in the city. Several of the buildings are very commodious and handsome, and are well equipped. The most prominent are Morris Street, St. Mary's, St. Patrick's, Brunswick and Albion Street Schools. These are all Free Schools, to which the poorest children have unrestricted access. These schools cost the city over \$66,000 a year.

Other noteworthy institutions are numerous, and are calculated to meet the necessities of all classes of the afflicted and the needy.

On the Dartmouth side of the water is the **ASYLUM FOR THE INSANE**, an immense structure, built and regulated on the most approved plans, and yielding excellent results. It is situated on a healthy, airy, and beautiful elevation called Mount Hope. The view from the grounds adjoining the Asylum, and especially from the central cupola, is very fine, either in summer or winter. The Asylum now accommodates over 300 patients.

Nestling in a quiet grove, near the first Lake, is the most recently born of the charitable institutions of Halifax, the **INEBRIATE ASYLUM**. This institution is already making a favourable impression upon the public. It provides for a large and most unfortunate class for whom sympathy is too often turned into hot indignation.

On the Halifax side of the harbor, and beginning at the north end of the city, we find the **ORPHANS' HOME**, occupying a large building surrounded by green fields, and overlooking the Narrows. It is an attractive spot. There is a circumstance connected with this institution which well deserves to be noted down. For the past seventeen years the average number in the Home at any one time has ranged from 30 to 50, and the ages of the orphans have ranged from two years to ten or more, yet there has not been in that period a single death among the orphans! A Roman Catholic **ORPHANAGE** is in the same end of the city. Coming southward, past the spacious Wellington Barracks, we next notice the **INSTITUTION FOR THE DEAF AND DUMB**,—one of which Halifax is justly proud, as it is surpassed nowhere in efficiency. The Deaf and Dumb are literally taught to speak, although much greater pains is bestowed on teaching them to read, and to express themselves correctly and rapidly in writing. The number of pupils ordinarily ranges from 40 to 50.

Nearly opposite this institution is a quiet and comfortable "**HOME FOR THE AGED**,"—for old ladies who have fallen into want. Between 30 and 40 such are here cared for from year to year.

A **SOLDIERS' AND SAILORS' HOME** is making a commencement on Brunswick Street. There is in the same end of the city a House where fallen women are cared for, and where they are afforded a

chance of escape to a better life. **TEMPERANCE HALL** has long been the rallying place of Sons of Temperance and other temperance organizations.

The **YOUNG MEN'S CHRISTIAN ASSOCIATION** have a very handsome and commodious building near the centre of the city, costing over \$35,000. The Association is a quarter of a century old, and has been gathering strength with increasing years. The **FREE MASONS** have a fine new "Temple" nearly completed, only two blocks away from the **Y. M. C. A.** headquarters. The **BRITISH-AMERICAN BOOK AND TRACT SOCIETY** has its headquarters in Granville Street. It expends thousands of dollars annually in disseminating attractive religious literature. The **CLUB HOUSE** occupies a prominent position in Hollis Street. It is an elegant and attractive resort of the wealthy and fashionable.

In the south end of the city is **ST. PAUL'S HOUSE OF INDUSTRY FOR GIRLS**, a place where young persons who would otherwise be castaways are trained to lives of usefulness and virtue. Further north is the **ASYLUM FOR THE BLIND**, occupying a handsome brick building. Here a work of beneficence is accomplished for the blind, such as is done for the deaf and dumb at the other end of the city. Then comes the **PROVINCIAL AND CITY HOSPITAL**, where the sick are cared for. Unfortunately the building is not half the requisite size. It contains only 60 beds, whereas 150, at least, would be required. In the same vicinity is the **POOR HOUSE**, quite palatial in appearance, and unwisely situated on the Common, which should be reserved for the free use of the public. This "Palace" of brick is free to the poor at all times, and the inmates sometimes number over 500. The **MEDICAL COLLEGE** is not far away,—a neat wooden building. A **CONVENT** devoted to the Sacred Heart, whence Sisters of Charity issue on errands of mercy, is in the same quarter of the town. Here also is the **HALIFAX INFANTS' HOME**, one of the newest of the city's many charities. Fifty-five infants were received in the Home during its first year, and the lives of over two-thirds were saved. Near the centre of the city, and in the neediest locality, the **DISPENSARY** is located,—an institution which has ministered to over 2000 sick poor during the past year. At a distance of a mile from the city stands the **INDUSTRIAL SCHOOL FOR BOYS**, an institution that has an admirable record—numbers of the wildest and worst boys in the town having been transformed here into useful, respectable and hardworking men. The finest **MILITARY HOSPITAL** in America was built by Government in 1868, at the south end of Gottingen Street,—at a cost of over \$150,000. There is also a **NAVAL HOSPITAL**.

Halifax boasts of a **CITIZENS' FREE LIBRARY**, open daily, and of

several subscription Libraries and Reading Rooms. Its finest public buildings are the NEW PROVINCIAL BUILDING, with its public offices and admirable Museum of Antiquities, Geology, &c.; the OLD PROVINCIAL BUILDING, with its Halls for the two Houses of Legislature, and its noble Library and Portrait Gallery; GOVERNMENT HOUSE, the residence of the Lieutenant Governor; and the COURT HOUSE, where the Supreme Court sits, (with the JAIL in its vicinity). We must not neglect to mention the CITY MARKET and the POLICE COURT, ugly buildings near the heart of the city; the CITY PRISON, a granite structure occupying far too fine and prominent a spot a mile north of the city; and the PROVINCIAL PENITENTIARY, in a cosy, secluded nook a mile south of the city. Happily the latter will soon be removed.

If these institutions, especially of the religious and benevolent ones, we may say that they are the fair blossoms and the beneficent fruit that adorn the goodly civic tree. The tree must be watered by the streams of commerce, refreshed by the gales of prosperous fortune, and bedewed by the gentle showers of peace and charity, in order to bring forth abundance of this goodly fruit.

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## POPULATION AND TAXATION.

HALIFAX, as already stated, had in 1871, a population of 29,582. These lived in 3,989 houses. The debt of the city amounts to \$1,185,648. This represents the Water Works, which are ample to supply a much larger city—the beautiful Public Gardens which cover over 8 acres—the buildings and effects of a most efficient Fire Department—the School Houses—and valuable lots of real estate. Though there are thousands of comparatively poor men, and hundreds of absolute paupers in Halifax, it is unquestionably a very wealthy city in proportion to its population. Not a few men who began life without a dollar have rolled up fortunes of from \$100,000 to ten times that amount. Some have reached a much higher figure than even a million. Honest labor and steady application to business have rarely failed to win a fair share of prosperity. The value of property in Halifax for the tax-gatherer's purposes is given at \$19,781,280. The actual value is probably near, if it does not quite reach, double the amount. The taxation for the current civic year is \$224,527. This comes to \$1.15 per hundred dollars of property. The school tax amounts to 34 cents on every \$100.

## NAVAL AND MILITARY.

HALIFAX was, from its foundation, largely a military station. Visitors are sure to be attracted by FORT GEORGE, or the "Citadel," a Star Fort, and one of the finest in America. It was commenced by the Duke of Kent, father of Queen Victoria, while hero as Commander-in-Chief. It has been almost completely rebuilt in recent years, and is of enormous strength, in itself and as an essential part of the system of fortification by which Halifax is protected. It commands every part of the town, and nearly all parts of the harbor. Visitors are allowed to explore the works thoroughly, even to make the circuit of the fort, under ground, behind the outside wall. The barracks and magazines within the fort are bomb-proof. The place is kept in thorough order. Several points of view afford magnificent prospects of our varied scenery. Just below the portal is a saluting battery, consisting of old-fashioned guns, whose fire only breaks a few panes of glass here and there, while if the monsters on the bastions above were to be used the destruction would be immense.

HER MAJESTY'S DOCKYARD occupies half a mile of the harbor at the upper part of the city. It was founded nine years after Governor Cornwallis landed here. It is fenced in from the street by a substantial stone wall. It contains a number of houses for the accommodation of the officer in charge and the various employés. When, in the summer season, the Fleet is in this port, the Dockyard, so dull at other times, presents an extremely lively and stirring appearance. The bands of the ships fill the air with music. Visitors are constantly going to and fro. The sailors in their picturesque costume,—polite, obliging, gleesome, frolicsome fellows,—afford constant amusement. Much work has to be done in landing and shipping stores, &c. A visit to a first-class British man-of-war is at any time interesting, and such a visit can be enjoyed almost any day in summer. The Hospital Yard lies immediately north of the Dockyard.

\* The WELLINGTON BARRACKS are built of brick, and occupy a fine, healthy site north of the city. South of these barracks stands the ADMIRALTY HOUSE, a building for the accommodation of the Admiral on this station when His Excellency is ashore. The NAVAL CEMETERY lies between the Admiralty grounds and the harbor. At the south end of Gottingen Street stands the MILITARY HOSPITAL, probably the best in America. It has been built and fitted out according to the most approved rules of sanitary science. In the same vicinity is the GARRISON CHAPEL, where all soldiers worship who belong to the Episcopal Church. Soldiers of other denominations

*Building started in 1858 and completed in 1858;  
first occupied in 1863 by 62nd Foot.*

are permitted to worship in their respective churches. The **ORDNANCE YARD** occupies a valuable wharf property near the heart of the city—at the junction of **Water Street** and **Hollis Street**. **H. M. FUEL YARD** and the **QUEEN'S WHARF** are a few rods further south. Still further south comes **H. M. LUMBER YARD**, with the **ENGINEER'S WHARF** jutting far out into the water. Continuing our way down along the shore, at a distance of nearly two miles from the centre of the city, we find first **FORT OGILVIE** and then **FORT CAMBRIDGE**, striking samples of the best style of modern granite-and-earthworks. Stronger works, or defences more favorably placed to command the entrance of the harbor, could hardly be imagined. Down close to the shore are **POINT PLEASANT BATTERY** and **NORTH WEST ARM BATTERY**, and the **PRINCE OF WALES' TOWER** crowns the summit of the **PARK**. These three "defences" are to be regarded as reminiscences of the past, preserved for the sake of "old acquaintance," rather than as indispensable portions of our magnificent system of fortification:

Near the head of the **North West Arm**, in a picturesque, cosy nook, lies **MELVILLE ISLAND**, now a Military Prison. Groups of convicts with cropped hair are to be seen working on the adjacent grounds, or on the roads. This was the principal place of durance for the prisoners captured during the war of 1812-14. **FORT NEEDHAM** once towered above the **Narrows** and **Richmond**, but there is nothing to mark its site but a deep ditch, and a few mounds of earth. It was not required as part of the city's defences.

**ST. GEORGE'S ISLAND**, planted in the centre of the harbor, is very strongly fortified. Within the past ten years **FORT CHARLOTTE**, on this islet, has been entirely rebuilt, and brought up to the requirements of the age. On the eastern shore of the harbor, nearly opposite **St. George's Island**, is **FORT CLARENCE**, also a work of most formidable strength. The north-western shore of **MACNAB'S ISLAND** is the site of another line of batteries commanding the harbor below **St. George's Island**. There are **Martello Towers** on **MEAGHER'S BEACH** and **SAMBRO ISLAND**, and on the land side is **YORK REDOUBT**. All in all, **Halifax Harbor** is fortified as none other in **America**, and as only **Cronstadt** and a few others are in **Europe**.

More of naval and military life is seen in **Halifax** in proportion to its population than anywhere else on this side the **Atlantic**. The noble harbor is at times studded with ships of war, **British**, **French** and **American**. The streets are gay with naval and military uniforms. The **Common**, (our *Champs de Mars*), is often the scene of spirited reviews and sham-fights.

We should have referred to FORT MASSEY, near the south end of Queen Street. There is no longer any trace of a fort, but much military interest attaches to the locality as the site of the SOLDIERS' CEMETERY. "The path of glory leads but to the grave," and many a brave warrior sleeps here his last long sleep. Military funerals are often conducted here. There is something profoundly affecting in the wail and muffled thunder of the "Dead March" as rendered by the band, and emphasized by the slow, solemn tread of a thousand men, with drooping look and arms reversed. They march thus to the grave: the chaplain reads the service: the three final salutes are fired to the sound of drums and fifes. The homeward march is ordered: the band strikes up one of its liveliest tunes, and the recent mourners soon forget their mechanical grief. An "Old Mortality," curious about quaint epitaphs, would do well to explore Fort Massey Cemetery.

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## TRAVEL AND TRANSPORTATION.

WITH the broad ocean highway in front of her, and connected by recently completed lines with the boundless continent at her back, Halifax enjoys unsurpassed advantages in regard to communication with the wide world. The harbor is safe, and easily accessible in all sorts of weather. It is ever open, being in no more danger of obstruction by ice than the Delaware or the Chesapeake. It lies close to the route of steamers plying between the United States and European ports, and it is no unusual thing for ocean steamers, short of coal, to call here for a fresh supply.

Sailing vessels leave Halifax for all zones and climes. Often the harbor is white with the sails of departing craft wooing the northern breeze. The fishing trade, the West India trade, the lumber business, the coal trade, &c., are chiefly carried on in sailing vessels. But it is no unusual thing for six or eight ocean-going steamers to leave port on the same day. Travellers, on business, or for health and pleasure, usually prefer the certainty and swiftness of steam to the uncertainties of the sailing packet,—just as they prefer the railcar to the old stage coach. There are drawbacks: we confess it: still we prefer the new—the newer—the newest! A few coasting packets and two lines of stage coaches still centre in Halifax,—just enough to remind us vividly of the "good old times." But the city has now the benefit of nine lines of steamers, and two lines of railway. Year by year the vestiges of the old civilization are pressed into smaller and still smaller quarters.

Nova Scotia has been called the wharf of North America, and a firm-built structure it is—well fitted to stand the wildest assaults of Atlantic storms. Halifax occupies, as nearly as may be, the central point of this “wharf.” Its situation is peculiarly advantageous and commanding. It has direct communication fortnightly, all the year round, with Great Britain, by means of the Allan Line of steamers. During the summer the vessels of several other companies call here, monthly or oftener, on their way to other American ports. It has weekly, and often semi-weekly communication, with Portland, and *via* Portland with Montreal and the interior generally. There is now a steamer plying regularly between Halifax and New York. In the summer months boats ply weekly between Halifax and Boston. There is monthly communication by the Cunard Line with Bermuda and the West Indies. While navigation is open in the St. Lawrence there is weekly communication *via* Pictou, by means of the Quebec and Gair Ports Line, with the Provinces of Quebec and Ontario. Steamers also ply regularly between Halifax and Yarmouth on the one hand, and Sydney, St. John's, and St. Pierre on the other.

Halifax is connected by stage coaches with St. Margaret's Bay, Chester, Mahone Bay, Lunenburg, LaHave, Bridgewater, Liverpool, Shelburne, and Yarmouth,—a distance of over 200 miles. Another line of stage coaches runs down the eastern coast,—to Musquodoboit Harbor, Tangier, Sheet Harbor, &c.

The two railway lines that lead to Halifax are the “Windsor and Annapolis,” (which will shortly be open to Yarmouth), and the “Inter-colonial,” which connects with the railway systems of the Upper Provinces and the United States. The Pictou Branch of the “Inter-colonial” joins the main line at Truro, and opens communication with the Eastern Counties, and Cape Breton, and in the summer with P. E. Island.

#### THE CUNARD LINE.

On the first day of June, 1840, the first ocean steamer, the *Unicorn*, arrived in Halifax harbor, and was welcomed with delight by the people. On the 4th July following, the *Britannia* steamed down the Mersey, the first regular boat of the Cunard Line engaged in the transatlantic mail service. On the 17th of the same month she arrived safely in Halifax, after a voyage of 12½ days. In another day and a half she reached Boston, where her arrival was hailed with the greatest enthusiasm, the significance of the event being fully appreciated. Mr. Cunard was a passenger on board the *Britannia*. Halifax honoured him as one of her most enterprising citizens, and Boston showered

upon him, in twenty-four hours, no fewer than 1800 invitations to dinner, and presented him with a service of plate.

The "Cunard Company" consisted of Messrs. Burns, of Glasgow, Messrs. MacIver, of Liverpool, and Mr., afterwards Sir Samuel, Cunard. Mr. Cunard had contracted with the British Government to carry the mails to Halifax and Boston for a subsidy of £55,000 sterling a year. The first trip solved the whole problem, and made success a certainty. Four steamers, the *Britannia*, the *Acadia*, the *Caledonia*, and the *Columbia*, each of 1200 tons and of 440-horse power, performed the service. By 1848 the fleet was more than doubled, and performed more than double service. Traffic increased steadily and rapidly, and with it the carrying power of the Cunard fleet.

Up to 1852 the steamers had been built of wood, and were propelled by paddle wheels; but in course of the next half-dozen years an important revolution occurred, wood giving place to iron, and the paddle wheel being superseded by the screw. Every improvement that could add to the strength, the comfort, the safety, or the swiftness of their steamers, was promptly adopted by the Cunard Company.

The Company's ships rendered very valuable service to the British Government in the transport of troops, first to the Crimea, and then, at the time of the "Trent Affair," to Halifax and Quebec. Since 1840 the Company has built 122 steamers. As at present constituted their fleet consists of 49 vessels, having an aggregate tonnage of 90,500 tons, and of 14,457-horse power. Twenty-four vessels are engaged in the Atlantic mail service, and the rest ply between Liverpool and Glasgow and various European ports. The value of the whole fleet is estimated at, say £8,000,000 sterling.

The greatest vigilance is observed in keeping the vessels in perfect repair. The officers and crews are kept in a state of the strictest discipline. To these facts are due, under Providence, the unexampled exemption of the Company's ships and passengers from disaster. It is recorded that only two instances have occurred of passengers receiving bodily injury on board the boats, and in both cases the fault was their own.

The Cunard Company require the services of at least 8,500 men afloat, and they give employment to probably 3,000 ashore.

For many years the arrival of "the steamer" meant in Halifax the arrival of the fortnightly mail steamer of the Cunard Line. A visit from any other was in those days a rare circumstance.

In recent years the Cunard Line is represented in Halifax by the "Halifax, Bermuda and St. Thomas" Royal Mail Steamers—the



*Alpha* and the *Beta*. One or other of these fine boats sails from Halifax monthly for the sunny south, reaching Bermuda ordinarily in three and a-half days, and St. Thomas in other four days. They connect at St. Thomas with other steamship lines sailing to the principal ports of the West Indies and South America.

The direct transatlantic mail service is now performed by the

#### ALLAN LINE,

Of which S. CUNARD & Co. are the Agents in Halifax. The Allan Company, at the head of which stands Sir Hugh Allan, of Ravenscraig, has its headquarters at Montreal. In 1858 this Company commenced a weekly service between Quebec and Liverpool, a subsidy being paid on postal account by the Canadian Government. They were the first to appreciate the value of "covered in" decks, but their example is now widely followed. Their fleet consists of 26 steamers, many of them among the finest afloat. The steamers of this line leave Halifax fortnightly for Liverpool, and arrive fortnightly from Liverpool, carrying Her Majesty's Mails. They furnish frequent opportunities of communication between Halifax and St. John's, Quebec, Portland, and Baltimore.

#### THE ANCHOR LINE.

T. A. S. DEWOLF & SON are Agents in Halifax for this important line of Atlantic steamers. The Anchor Line has earned and steadily sustained a first-class reputation. The owners are Messrs. Handyside & Henderson, of Glasgow, "self-made men," who commenced life on a very small scale, and rose by their own intelligence and industry to the very high position they now occupy in the world of commerce. Their first ventures were between Glasgow and the Mediterranean in the fruit trade. In 1856 they inaugurated THE ANCHOR LINE, consisting then of only three small steamers. From that date the progress of the Line has been more than the most sanguine could have expected. About twenty steamers, ranging up to 4,500 tons each, have been built for the Atlantic trade, and about thirty for the Mediterranean trade.

Two steamers per week of this Line leave Glasgow for New York, and New York for Glasgow; one leaves each week for Mediterranean ports; one monthly for India; and from March to September one or more steamers run monthly from Glasgow, Liverpool, and London, to Halifax and St. John. It has steamers on the North Sea, plying between Scottish and Scandinavian ports. Great attention is paid by the owners and agents to passenger traffic as well as to freight. By

their special arrangements with subsidiary and connecting lines of steamboats and railroads, the passengers by this Line can be booked and forwarded on through-tickets to and from any seaport or railway station. They also declare their ability to deliver safely and with despatch any parcel to any city in the world. The Line has grown to its present dimensions without any subsidy from any Government. The steamers of the Anchor Line bring valuable cargoes into the port of Halifax. Their vessels are favorites with emigrants from Scotland and Ireland whose destination is the sea Provinces. It is, we understand, the intention of the proprietors to send their steamers more frequently to this port whenever the opening of the entire Intercolonial Railway and the quantity of freight offering will warrant such a step. We subjoin the names of some of the "Anchor" fleet sailing between New York and Glasgow: *Victoria*, 3,242 tons; *California*, 3,287 tons; *Utopia*, 3,700 tons; *Bolivia*, 4,250 tons; *Ethiopia*, 4,250 tons.

#### THE BOSTON & COLONIAL LINE.

Regular communication by a line of steamers was established in 1864 between Boston, Halifax, and Charlottetown, P. E. I. Franklin, Snow & Co. were Agents and Managers, and hence it was popularly spoken of as the "Snow Line." In 1868 it passed into the hands of F. Nickerson & Co., who are also proprietors of a line of steamers running between Boston and Savannah. J. F. PHELAN is the Halifax Agent.

The "Boston and Colonial Line" commenced with the *Commerce*, making fortnightly trips. The *Commerce* did good service, and continued on the route till 1878. Other boats were added as the rapidly increasing business demanded. The *Greyhound*, the *Franconia*, the *Alhambra*, the *Oriental*, the *Somerset*, the *Carroll*, and the *Worcester* were in the service for various periods. Two steamers, the *Alhambra* and the *Greyhound*, were lost on the coast; but no life has ever been lost on the line, although the passengers to and from Boston have been very numerous, this being, in its season, a favourite route.

#### THE NEW ENGLAND AND NOVA SCOTIA STEAMSHIP COMPANY.

This Company, which is popularly spoken of as the "Halifax and Portland Line," was established in 1867. Its chief owner and manager is Captain J. B. Coyle, of Portland. With him are associated such men as T. C. Hersey and H. J. Libby. They are proprietors of other important steamboat lines, such as the International, between St. John, Eastport, Portland and Boston; the Maine Steamboat Co., whose

boats ply between Portland and New York ; and the Portland Packet Co., operating between Portland and Boston. These Companies have a highly creditable record, extending over one-third of a century.

The *Carlotta* was the first of the N. E. & N. S. Co.'s boats from Portland to Halifax. There were added from time to time the *Chase*, the *Falmouth*, and the *Bermuda*. Connections are formed at Portland with the Grand Trunk Railway of Canada, and with the railway and steamboat systems of the United States. GEORGE P. BLACK is the obliging and energetic Agent in Halifax. The Company's boats have performed their work safely, swiftly, and to the full satisfaction of the commercial and travelling public.

#### NEWFOUNDLAND WINTER SERVICE.

For four months,—January, February, March and April,—a steamer, specially fitted to encounter ice and all the terrors of winter, plies between Halifax and St. John's, Newfoundland, carrying passengers, mails, and goods. The boat at present engaged in this arduous service is the *Newfoundland*, of the Allan Line. The Agents at Halifax are S. CUNARD & Co.

#### QUEBEC AND GULF PORTS STEAMSHIP COMPANY.

Starting from Halifax by rail the traveller can at Pictou step on board one of the well-officered, safe, strong, and handsome steamers of the Quebec and Gulf Ports Company. You are then one thousand and twenty-eight miles from Quebec. It is a long voyage, but rarely or never a tedious one. Pictou is an extremely pretty port to start from. Then as you pass up the Straits of Northumberland you keep within sight of the noble Cobequid Hills on your left, and on your right are the low-lying green and gold of P. E. Island. The sea is rarely rough. The ports of call are frequent. The air is at all times bracing and pure, and almost always clear. You call at Shediac, Newcastle, Chatham, and other points of interest in New Brunswick. You come to Bay Chaleur with its "Old Woman" column of rock, its Roche Percè, its lovely towns of Dalhousie and Paspébiac. The hills inland tower high and blue and cool in the summer air. Gaspé Bay is one of the most picturesque and beautiful in the world. No wonder Jacques Cartier was charmed with it when he landed here in 1534. The scenery rather increases in beauty as you go up the magnificent St. Lawrence. You pass the mouth of the gloomy Saguenay ; you pass many scenes famed in story,—many a white village with its tall

chapel towering high above all surrounding habitations,—little “milky-ways” of French cottages amid the green fields. By and by you see the peerless fall of Montmorenci: you pass the “island,” and you behold Quebec sitting queenly upon her crags. We know not where else you can, with the same comfort, enjoy such a feast of scenic loveliness.

The first steamer on this route was the *Lady Head* which came and went in a fortnight. Business increased so rapidly that soon a weekly service was needed. The Company now own seven first-class steamers,—the *Canima*, *Secret*, *Fermuda*, *Athambra*, *Miramichi*, *Hadji*, and *Flamoro*. The *Secret* and *Miramichi* are intended to ply between Pictou and Quebec, touching at all intermediate points. Other boats, starting from Montreal or Pictou, call at Charlottetown and other intermediate ports. The *Canima* carries mails, passengers and freight fortnightly, between New York and Bermuda. This route is a favourite one with invalids in the winter.

Large quantities of flour are landed at Pictou, and carried thence by rail to New Glasgow, Truro, Halifax, &c. It is hoped that the Pictou coal basin will in time be drawn upon for return freight to Quebec, Montreal, and even Toronto.

The Halifax agents for the Gulf Ports' steamers are F. D. CORBETT & Co.

#### ANGLO-FRENCH STEAMSHIP LINE.

Communication with the French Islands of St. Pierre and Miquelon,—calling at Sydney and North Sydney,—has been established by the Anglo-French S. S. Company. This company was formed in 1874. The directory is as follows: Hon. R. Boak, (Prest.) W. J. Lewis, H. H. Fuller, and W. P. West, of Halifax; and E. Levilly, M. Prima, V. M. Dupont, and J. P. Frecker, of St. Pierre. The *George Shatuck* made the first trip, leaving Halifax 25th July, and since that time the steamer has performed her work regularly making fortnightly trips to St. Pierre, Miquelon, (carrying the French mails), and calling at Sydney, North Sydney, and Arichat. This boat is well fitted up, and can accommodate 33 cabin and 22 steerage passengers. She is commanded by Capt. R. A. Guildford, one of the most competent pilots on the coast.

In September, 1874, the Company made the experiment of going through St. Peter's Canal into the Bras d'Or Lake, intending, if successful, to continue the service, calling at Arichat, St. Peter's, Baddeck, Sydney, and North Sydney. Unfortunately, in consequence of the very bad state of the Canal, the steamer suffered serious damage, and

the idea of continuing the route under the present state of the Canal was given up. The Company unwillingly abandoned it until such time as the Canal is improved. The enlargement of the Canal is under consideration of the Dominion Government, and we trust that very shortly the *Shattuck* will be able to resume her trips through the Lake.

The enterprise has not, thus far, been a paying one to the Company, and neither the Local nor Dominion Government has aided the undertaking, though its aim is to foster and extend the commercial relations of Halifax and Cape Breton, with the Islands of St. Pierre and Miquelon.

It would be a matter of serious regret if, for lack of encouragement, such a valuable undertaking should be discontinued. When communication can be had through the Bras d'Or, the trip will be a favourite pleasure trip with tourists during the summer season.

The *George Shattuck* calls at Sydney and Nova Scotia Sydney as late in the fall as navigation permits; and as early in the spring as practicable. During the time she has been on the route she has missed but one trip, and that was during the month of February, 1875, when she encountered such fields of ice jammed around St. Pierre that she was unable to get to Halifax; however she proved herself a strong, as well as a good sea boat, and will be found a safe conveyance for freight and passengers.

The *George Shattuck* leaves Halifax every alternate Monday upon arrival of the English Mail Steamer, except during the months of February and March, when only one trip per month is made. The General Agent is Mr. JOSEPH S. BELCHER; office, head West India Wharf, Halifax.

#### THE CROMWELL LINE.

This is an offshoot of the old Cromwell Line between New York and New Orleans. Last autumn the Line was extended to Halifax, and is intended in summer to embrace Sydney, C. B., and St. John's, Newfoundland. There are two staunch, commodious, and comfortable steamers on the route, the *George Cromwell* and the *George Washington*. They make the run from New York to Halifax in from fifty to sixty hours in winter. Still better time will be made in the summer, and it will be a great convenience to travellers and persons engaged in business. This is the first line of steamers established between Halifax and the great commercial metropolis of the United States. It is to be hoped that as trade brightens and extends the Company will reap an ample reward for its enterprise. The Agents in New York are CLARK & SEAMAN, 86 West Street; in Halifax, WOOD & ROBERTSON, Water Street.

## FISHWICK'S EXPRESS.

No sooner were the first ten miles of the public railways opened for traffic in 1856, than Mr. F. W. Fishwick, an enterprising young Englishman, established his EXPRESS. He undertook to forward freight by rail to Bedford, and thence by waggons into the interior. When the road was opened to Windsor he made connection with New Brunswick and the "regions beyond" by the steamers *Emperor* and *Empress*. When the railway reached Truro Fishwick's Express carried goods twice a week, in ponderous waggons, as far as Amherst in one direction, and in the other to Pictou, New Glasgow, and Antigonish. Mr. Fishwick set out with the determination to do his work and do it well. As an example of his push we may mention that some twelve years ago a vessel from England, bound for Newcastle, N. B., reached this side after the ice had closed the Gulf. She had, accordingly, to come to Halifax. A part of her cargo, some 50 tons, was needed at Newcastle. Mr. Fishwick promptly expressed it overland, up the Cobequid Hills, away through the forests of New Brunswick, on terms that were perfectly satisfactory to the owners. When the Prince of Wales visited this country, Mr. Fishwick had sole charge of the military transport in connection with his movements, and his management secured to him the warmest commendation, and the continued patronage of the British Government. During the famous "Trent Affair" he forwarded a large body of British troops and Queen's Messengers through New Brunswick via Woodstock and Madawaska to Riviere du Loup, making by far the best time on record. The route was a difficult one at best, but all difficulties were overcome with astonishing rapidity. About the same time he forwarded a battery of horse artillery overland from Halifax to St. John, a feat that was regarded as well-nigh impossible. During the threatened Fenian invasion he performed the entire Militia transport service throughout the Province. The energy and heart with which services such as these were performed by Mr. Fishwick gave his Express a hold upon the public regard, never approached by any rival.

*Fishwick's Express* carries its business over all parts of the Inter-colonial Railway in Nova Scotia. Freight is forwarded from all the principal stations to the leading towns. At Amherst connection is made with the "Eastern Express Company." Mr. Fishwick has offices at Charlottetown, and at St. John's, Newfoundland. He has connections in Ontario and Quebec, in the United States, and in Great Britain.

In 1869 he purchased the steamer *M. A. Starr*, to supply a long-felt want along the coast. By means of this steamer he not only

accommodate the travelling public, but did a valuable Express business between Halifax, Lunenburg, Liverpool, Shelburne, and Yarmouth. In 1874 he purchased the steamer *Edgar Stuart*, but she was not available for his business till 1875. This year one of his steamers will ply between Halifax and Yarmouth and the intermediate ports. The other will run to Charlottetown, calling on her way at Arichat, at the Strait of Canso ports, and at Pictou. Thus has Mr. Fishwick developed the Express business not only on the land, but along the coast, east and west. Mr. Fishwick forwards goods to all parts, either in bond or duty paid, as may be desired. He is also Manufacturers' Agent.

### INTERCOLONIAL RAILWAY.

Halifax is the ocean terminus of Railway system of the Canadian Dominion. The idea of a railway uniting all the Provinces of the Dominion was broached many years ago, and was advocated with great earnestness and eloquence by Hon. Joseph Howe. It was not till the political union of the Provinces in 1867 that decisive steps were taken to secure the construction of what is called the "Intercolonial Railway." It was one of the conditions in the B. N. A. Act, and the road has accordingly been constructed as a Government enterprise, and it is held and operated as Government property. It has been felt that a Railway was as much a political as a commercial necessity. There was some difficulty in determining the route to be followed: The one actually selected coincides in the main with that surveyed by Major Robinson in 1849,—“the North Shore Route.” From Halifax to Aulac on the New Brunswick border, the distance is 144 miles; thence to Moncton 49 miles. Moncton is the point of departure for Campbellton and Riviere de Loup. The distance from Moncton to Campbellton is 188. From Halifax to the latter, 372. The entire distance from Halifax to Riviere de Loup, where the “Grand Trunk” is met, is 561. The distance to Quebec is 687 miles.

The branch lines to Pictou, 52 miles, and to St. John (from Moncton) 89 miles, are also managed by the Dominion Government. Other branches are projected and are likely to be built by private enterprise.

The Intercolonial is pronounced by competent judges to be one of the best built roads on this continent. Its total cost will not fall short of \$35,000,000. The managing headquarters of the line are at Moncton, where the workshops and repair shops employ over 300 men.

The road passes in the main through a fertile country, and it will be of very great value in developing the resources of the territories which it has opened up. In case of any difficulty with the United States, it secures to Canada easy access to the sea.

#### WINDSOR AND ANNAPOLIS RAILWAY.

In 1864 the Government of Nova Scotia with a view to further the extension of the Railway system of the Province from Windsor, the then terminus of the Provincial Line, voted a money subvention, and several other valuable concessions to induce private capitalists to undertake the construction of this road. After considerable negotiation and delay a company was formed in London to build and work the line, the right to these concessions was vested in them, and they commenced operations in the summer of 1867. On the 18th August, 1869, 70 miles of the road were opened, and on the 18th December in the same year, the whole line was completed and ready for traffic. It was originally constructed on the 5 ft. 6 in. gauge, but in the summer of 1875 the gauge was altered to 4 ft. 8½ in. The cost of construction, as stated in the first reports of the Company, was about \$2,560,000; but like most contractors' roads, further heavy expenditure was entailed upon the Company in order to bring the line into its present state of efficiency, so that on the 31st June, 1875, the construction account stood at \$4,070,000.

The line is 84 miles in length, and from Annapolis,—beautifully situated on a fine inlet of the Bay of Fundy, the oldest settlement on the continent north of the Gulf of Mexico, once the capital of British North America, and still a town of considerable importance,—it extends eastward through the fruitful valleys of Annapolis and Cornwallis, and the Grand Pre Dykes—the “land of Evangeline,” to Windsor, a commercial and seaport town, on the Avon River, at its entrance into the Basin of Minas. The Avon is spanned at Windsor by one of the finest iron lattice-girder bridges on the continent, 1130 feet in length. It is of nine spans, resting on stone piers, and was erected at a cost of \$160,000. In 1872 the Company availing themselves of certain chartered rights, leased from the Dominion Government, and became exclusive operators of the branch line from Windsor to Windsor Junction—32 miles, and conjointly with the Government work over the Government Trunk Line, thence into Richmond, 13 miles; so that they now control the entire continuous line of Railway from Halifax to Annapolis, a distance of 124 miles, passing through and accommodating the earliest settled, finest, and most productive districts of the Province. A line of steamers working in con-



junction with the Railway, runs between Annapolis and St. John, N. B., thus connecting directly with New Brunswick and the New England States and forming a route to or from Halifax, shorter by 86 miles than by the Intercolonial Railway.

In connection with this it may be here observed that a road which is virtually an extension of the Windsor and Annapolis Railway is at present under construction from Annapolis to Yarmouth, and is expected to be completed in the course of 1876-77. When this extension is opened for traffic, the Railway from Halifax to Yarmouth, and steamers thence to Portland, the great point of departure to all parts of Canada and the United States, will form by far the shortest and quickest possible route from Halifax to the west.

#### EUROPEAN AND NORTH AMERICAN RAILWAY.

This line of Railway connects with the "Intercolonial" at Moncton, extends thence to St. John, and from St. John to Bangor, Maine. It also connects by steamer with the Windsor and Annapolis Railway. It is an important link in the grand all-rail route from Halifax to San Francisco. The E. & N. A. Railway was projected as early as 1850. The first sod was turned in St. John in 1853; but it was not fully completed till October 1871. By this road and its auxiliary lines Halifax and St. John are brought into connection with Fredericton, Woodstock and numerous other important localities; but its great value to Halifax is as a through line to the United States.

#### STAGE COACHES.

Tourists or travellers who have a taste for "coaching" and "staging" can have their taste gratified very pleasantly in any one of several directions. There are mail coaches or waggons running to a greater or less distances for all the leading Railway Stations, east and west. Archibald's stage leaves Halifax for Tangier and Sheet Harbor every Monday, Wednesday and Friday morning, and runs 84 miles. It passes through much picturesque scenery. Lavers' coaches leave Halifax daily for Yarmouth by the Western Shore Route. The whole distance is 205 miles. This long ride offers many attractions to the lovers of the beautiful,—stream and river and quiet lake and shining beach, beetling crag and grassy slope—lonely forest and thriving village.

## BANKING AND BANKS OF HALIFAX.

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HALIFAX has a successful banking record, and there are few communities on this continent where the business of banking has been so well and profitably managed. While almost every other city in America has furnished examples of Banks going into insolvency and causing distress and wide-spread ruin among shareholders, and the public generally, not one of the Halifax Banking Institutions has ever been subjected to serious suspicion. Panics and depressions in other countries rarely affected the Banks of Halifax. Even in 1837 when every Banking Institution in America, with one or two exceptions, suspended specie payments, these responded to all demands made upon them for coin.

It is only within the past five or six years that Halifax has been affected by the pulsations of the operations of the great financial centres. Previous to the assimilation of the Nova Scotia currency to that of the Dominion of Canada, very little occurred to disturb the ordinary flow of financial transactions. Few people, even among ordinary men of business, knew anything of the course of exchange, and not one in fifty ever thought out the relations of Halifax currency to Sterling Money, or to the currencies of the United States and the larger Provinces of Canada. The rate for Sterling Exchange seldom varied from  $12\frac{1}{2}$  per cent., or "par" as it was termed, and even when the rate in New York or Montreal was at 7 or 8 per cent., bills on London seldom fell below par. Then with regard to exchange between Halifax and the United States (little was done with the Canadas) though the exact difference between the currencies was  $2\frac{1}{2}$  per cent., the rate of exchange rarely went lower than  $3\frac{1}{2}$  per cent.

When the currency of Halifax became assimilated to that of Canada the exchanges became simple and plain to the comprehension of everybody, and now the New York quotations rule the market for sterling exchange, while the rate for bills of exchange on the United States and Montreal generally equals the cost of remitting specie.

A short history of monetary operations in Halifax comes within the scope of this work, and will serve to show the progress made in banking and financial transactions.

When the French were engaged in building the fortifications of Port Royal (now Annapolis) nearly two centuries ago, the King of

France supplied a considerable sum of money, but as the greater portion of the coin had been expended in Rochefort for needed supplies for the settlers, little was left for the purposes originally intended; so the Governor M. de Brouillan, who had obtained a wrinkle in Canada, tried the plan of raising the needful by the issue of paper based upon the credit of the colony, but the French Government vetoed the scheme and cancelled the issue.

Nearly a century later a considerable issue of paper money was made in Halifax by the Provincial Government, and their scrip circulated as of equal value with bullion.

In the beginning of the present century Governor Wentworth wrote to England that a Bank was projected in Halifax with a proposed capital of £50,000 in 500 shares of £100 each which amount could be doubled in case of need. Seven Directors were to be appointed and the Cashier was to have £300 per annum, with a free house and fuel. The bank was to have the privilege of issuing notes and discounting paper, but aiming at being a monopoly the House of Assembly gave it the three months' hoist, and the project fell through. The Committee of Trade tried to revive the undertaking some years later, but without success. In these good old days of which we hear so much, before the era of railways, steamboats and telegraphs, when Halifax was bounded on the north by Jacob Street and on the south by Spring Garden Road, when Dutchtown was an outlying suburb and the Common an alder swamp shot over for snipe, and when the harbour was crossed by the antiquated "teamboat"—banking business in Halifax was conducted on ancient principles, but which in some respects were an improvement on the mode of financing now in existence. Specie payments were the rule, cash on the fall of the hammer the terms of credit.

Mercantile houses placed their own valuation on the current coins of the day until the year 1811, when a number of merchants met and fixed the rate at which guineas, doubloons, crowns and dollars were to be taken. Every merchant had a bank in his own office in the form of an iron chest, bound and studded with bars and rivets (some of which have not yet given place to Edward's or Milner's safes) in which the doubloons and dollars from the West Indies or Spanish Main were deposited. Scales and weights were necessary adjuncts to every office to weigh the several classes of coins, so that any sweating or filing might be guarded against, and to determine whether the money was of the standard weight.

When an Irishtown merchant had to pay for a cargo of fish to an uptown dealer his trusty clerk, bearing a heavy bag of doubloons or

dollars accompanied by a friend with a stout cudgel, trudged the crooked side paths of the not over safe Water Street, and duly counted and weighed the coin, which was then consigned to the custody of the iron chest.

Previous to this, paper money was almost as unknown as it was despised. Sometimes stray Bank of England notes found their way across the Atlantic in the wallets of passengers in the Falmouth packet, but the old inhabitants having visions of the "continental scrip" gave all paper money the cold shoulder.

A limited amount of Provincial currency had been issued towards the close of the Eighteenth Century, and this, in 1812, was augmented by the sum of £12,000; and a further emission took place seven years later when £10,000 was issued to the farmers of Annapolis and King's Counties on the security of their farms. From this time it became quite a regular proceeding of successive Governments and Assemblies to authorize and emit new issues of Provincial Notes when the public purse became depleted. The last issue of paper money by the Province of Nova Scotia was to pay for the erection of the new Custom House in the City of Halifax.

This paper money was practically irredeemable, but though issued and kept in circulation in defiance of sound principles of finance as now understood, it rendered an important service to the city and country at various periods in their history. It helped to construct railways and public buildings, to make roads and bridge Rivers, to assist the farmers and fishermen in seasons of depression and failures of land and sea harvests, and though kicked about from Bank to Bank, though sworn at by Bank Tellers, and anathematised by those who vainly endeavoured to obtain specie for it, worn and torn to rags and at last quietly burked by the Dominion Government, yet on the principle that the end justifies the means, the old Province paper served its day and generation faithfully.

Besides the Provincial currency, in 1820 a number of Halifax merchants put in circulation a large issue of shimplasters of the denomination of 1s. 3d., 2s. 6d., and 5s.; also an unlimited amount of copper coins, some of which latter continued in circulation till the Canadian cents pushed them off to P. E. Island—the receptacle of all the odd coins of the Maritime Provinces. The scrip was voted a nuisance when some of the issuers failed to respond to demands for money in exchange; and speedy enactments at the next Session of the Legislature put an end to the issuing of private notes of a lesser denomination than £1 6s.—the Province reserving the right to issue notes under £1. Beamish Murdoch in his admirable history speaks of a coaster from Lunenburg pasting a stick of cordwood from end to end with the

small notes of one prominent merchant, and thus presented the obligations with a demand for coin.

Happy days of childhood when everybody could raise the wind without running to a Bank, and when notes could be turned into money without submitting them to a Board of Directors!

In 1825 eight gentlemen started a private Joint Stock Bank which for seven years had a monopoly of the banking business in Halifax. The names of these pioneers of banking are H. H. Cogswell, William Pryor, Enos Collins, James Tobin, Samuel Cunard, John Clark, Joseph Allison and Martin Gay Black.

This Bank was a close corporation; it had no charter; its capital was not known; the amount of its notes in circulation and its liability to the public were matters of speculation; but, notwithstanding, the old Bank, or as it became better known as COLLINS' BANK, speedily worked its way into the favor of the business community to whom it furnished the means of conducting their banking operations with comfort and safety. Several attempts have been made to rob this Bank, one or more of which have been successful, but the amount of loss has never been known.

The BANK OF NOVA SCOTIA was chartered and commenced operations in 1832, and being a Joint Stock Bank with a large body of shareholders it proved a formidable rival to the HALIFAX BANKING COMPANY. This Bank had a Charter granted by the Legislature of the Province, which limited its business to well defined principles of banking. The early attempts of the BANK OF NOVA SCOTIA to found country agencies were not successful, and the branches established at St. John, N. B., Liverpool, and Windsor, resulted in heavy losses to the Corporation. The agencies which were subsequently located at Pictou in the East and Yarmouth in the West, turned out much better and yielded handsome profits to the Bank, besides doing much to build up the coal trade of Pictou county on the one hand, and the great shipping interests of Yarmouth on the other. Other agencies have been opened at New Glasgow, which was for many years the place for conducting the business of the coal districts; at North Sydney, the shipping port of the General Mining Association; at Kentville, the head quarters of the Windsor and Annapolis Railway, and a centre for the beautiful and rich farming districts of the Annapolis valley; at Amherst, the County Town of Cumberland; and lastly at St. John, where it has recently opened a branch institution which is growing in favour with the mercantile classes of that thriving city.

A short time subsequent to the opening of the Bank of Nova Scotia,

the Directors of the Bank of British North America which had recently been organized in London, under a Royal Charter, opened a branch in Halifax. From its connections with the mother country this Bank enjoyed the patronage of the Imperial Government officials, which gave it a prestige which the other Banks did not at first enjoy. Then by means of its branches in all the business centres of the Canadas, New Brunswick and Newfoundland, it was able to monopolise the exchange business of Halifax, and thus reaped a rich harvest. A very large amount of the stock of this Bank is held in Halifax.

As monetary capital increased in Halifax, and accumulated faster than good investments could be obtained, capitalists found that there was room for another Bank in order to work the rapidly increasing business of the city and country. In some cities this surplus capital would be risked in enterprises, the issue of which might be doubtful, but the canny Scottish element, which enters largely into the commercial and financial classes of Halifax, seeks out investments which yield moderate returns, and are of the class known as safe. In this way Halifax has slowly but surely grown to be a rich city; what she gained from year to year she held.

As the offspring of this cautious policy, a large amount of the accumulated surplus was in 1857 thrown together in the UNION BANK OF HALIFAX, an institution which was always famed for its conservative policy of Banking as a result of which owing to its comparative freedom from large losses, it was the first local Bank to pay a regular dividend of ten per cent. The only agency worked by this Bank is one in the old capital of Nova Scotia, where M de Brouillan, nearly two hundred years ago made the unsuccessful attempt to float an irredeemable issue of scrip.

Seven years subsequent to the opening of the Union Bank, a number of capitalists who had kept their own counsel so well that few persons in the community were aware of the movement announced the founding of the Merchants Bank. This Institution was at first a private Bank, like the Halifax Banking Company, its capital was unknown, but as the means of its projectors were ample its standing was never questioned. Under an active, vigorous and responsible management, the Merchants Bank flourished, and as the gentlemen who formed the proprietary had large business connections, it at once grasped a large portion of the monetary transactions of the city, whence it extended its business to various parts of the Province, where it has valuable connexions which feed the parent tree. Since the entering of Nova Scotia into the Dominion of Canada, the

Merchants Bank has conformed to the requirements of the Banking Act, and become a joint stock institution. This Bank has agencies at Antigonish, Bridgewater, Pictou, Sydney, Truro, Maitland and Weymouth, also in Charlottetown and Summerside, P. E. Island.

Closely following the founding of the Merchants Bank came the **PEOPLE'S BANK**, and as its name would indicate it was avowedly a rival institution to its immediate predecessor. The People's Bank at once formed a large and influential connection, and has been popular with a large section of the mercantile classes of Halifax. It has valuable connections at Wolfville, in King's County, and Lockeport, in Shelburne County, which locality has a considerable trade with the West Indies.

Two or three years ago the old **HALIFAX BANKING COMPANY** emerged into a joint stock Bank, working under the requirements of the Dominion Banking Act, and having thus been lifted out of the groove in which it had run for nearly fifty years, it had taken a fresh start, and bids fair to rival its competitors. Two agencies have been opened by the Halifax Banking Company, one at Truro, the other at Parrsboro', a shipping port on the Basin of Minas.

The **BANK OF MONTREAL** having engaged to transact the business of the Dominion Government, opened an agency in Halifax, shortly after the incorporation of Nova Scotia into the Dominion of Canada, and in addition to acting as Financial Agents for the Government, it has made for itself a large and valuable connexion. Within the past year or two considerable amounts of stock have been taken in this Bank by citizens of Halifax, so that though not strictly a local Bank, yet the number of shares now held in Halifax almost entitles it to be considered a local institution.

There are also four private Banking Firms, whose combined operations are probably equal to that of one of the Joint Stock Banks. These firms do a regular banking and exchange business, and also the buying and selling of Stocks, at the Stock Exchange, of which they are members. These are **W. L. LOWELL & Co.**, **FARQUHAR, FORREST & Co.**, **ALMON & MACKINTOSH**, and **J. S. MACDONALD & Co.**

#### THE SAVINGS' BANK.

PREVIOUS to the Act of Union by which the several Provinces now forming the Dominion of Canada were confederated, the Government of Nova Scotia had in successful operation a **PROVINCIAL SAVINGS' BANK**, and for many years this institution was the only regularly organized Savings' Institution in Halifax, though, at several times, temporary organizations were in operation. Under the Savings'

Bank Act there are Postal Savings' Offices all over Nova Scotia, but in Halifax the Bank is quite separate and distinct.

Interest at the rate of five per cent. per annum is allowed on deposits, and permanent investments in Dominion Stock can be made by depositors at any time. This Savings' institution has a very large constituency, and the money being received on the credit of the Dominion Government gives it a credit and stability even higher than that of the ordinary local Banks.

The Banking Office, which is daily thronged with depositors of all classes, from the poor laborer and artisan up to the highest class of the city, is in the Custom House, and fronts the Market Square.

#### THE NOVA SCOTIA PERMANENT BUILDING SOCIETY & SAVINGS FUND.

It is now over a quarter of a century since this institution made its *début* to the public. Its object is to furnish a safe and profitable mode of saving the surplus capital of those who are frugal and industrious, and, on the other hand, of loaning it to others desirous of borrowing sums of money for building purposes.

Since the commencement of this Society, in August, 1850, nearly three millions of dollars have been received in subscriptions, while the total amount paid to borrowers and members amounts in the same period to \$3,118,254. The past year, though one of great depression, has been successful to the Society, the subscriptions and dues received amounting to upwards of \$200,000.

Hundreds of mechanics and others have, by this Society, been aided in erecting houses in many parts of the city, and its operations have been a great blessing to those who have freely availed themselves of its ample privileges.

#### THE HALIFAX STOCK EXCHANGE.

PREVIOUS to 1874 Bank Stocks and other investments were handled by one or two persons who acted as itinerant Brokers and once or twice per month, auction sales of Stocks and Bonds took place in the Merchants' Exchange Reading Room. These "Stock Auctions" were very unreliable to parties having investments to sell out, as the state of the weather frequently had a greater effect on prices than the condition of the money market. On stormy days the attendance would be limited, and as some of the younger and more speculative portion of the community would be present, stocks would



frequently be "slaughtered" at very low prices. A few days after another sale would take place on a fine day with a full room of buyers, when from five to ten per cent. better prices would be realized than on the stormy day.

In order to systematize the buying and selling of Stocks and to provide a ready market for all classes of good investments, the Halifax Stock Exchange was inaugurated in the beginning of 1874, and despite several defects in the carrying out of the rules, the institution has flourished and has given satisfaction to the greater portion of the community. To make way for the starting of the Stock Board, Mr. John D. Nash, the celebrated Stock Auctioneer, sacrificed a lucrative business for which he was gratefully remembered by the Brokers, who at his death a year ago made a public announcement of this fact.

Though the depression in general trade has been very great since the commencement of the Stock Exchange, the transactions will not fall short of two millions of dollars, which is probably six-fold more than the volume of business under the old system. The meetings are held on Monday, Wednesday and Friday of each week, at ten minutes after the firing of the noon gun. A regular list of Stocks is called over, comprising nine Banks, two Fire Insurance, three Marine Insurance, six miscellaneous Stocks, besides Government, City, School and Municipal Bonds. Transactions at the Board and between meetings are noted and are published in the daily newspapers.

Two meetings of the Board in each week are open to the public. Transactions are made only by the Brokers. H. Hartshorne, Esq., is President, and J. C. Mackintosh, Esq., Vice-President; and the Board comprises eight Brokers. The price of a seat at the Board is \$200.

#### ALMON & MACKINTOSH.

This firm consists of Mr. Mather B. Almon, son of the late M. B. Almon, Banker and President of the Bank of Nova Scotia, and Mr. J. C. Mackintosh, late assistant cashier of the same Bank in which he served eighteen years, leaving with the esteem and good will of the directors. Messrs. A. & M. commenced business as Bankers, Brokers, and Financial Agents in 1873, in Ordnance Square; but on account of their growing business, they shortly removed to 166 Hollis Street.

Their Banking business is conducted on the same principles as a chartered Bank. They have regular depositors to whom they offer the usual Bank facilities. Interest is allowed on special deposits and all kinds of uncurrent money are bought and sold. They are large buyers and sellers of exchange on London, New York, Boston and

the principal cities of Canada, and their extended connections all over the continent afford the best facilities for a collection business.

Messrs. Almon and Mackintosh are members of the Halifax Stock Exchange and are prepared to make prompt investments in local and other stocks. Daily telegrams are received from New York and Montreal of the movement of the various stocks of the United States and Canada, and the investments made by them are only of the most solid character, as they decline to touch any kind of "wild cat" stocks. They are prepared to negotiate loans on approved collateral security, to accept drafts drawn against shipments of merchandise and other property and to negotiate good commercial exchange and promissory notes.

In addition to their monetary and financial business they represent the Guardian Assurance Company, of London, one of the most reliable and honorable English Fire Companies. It has a capital and reserves amounting close to twenty millions of dollars and its standing is first-class. Its losses are met promptly and without deductions and delays of any kind. Messrs. A. & M. also effect Marine Insurance on ships and cargoes in the best Halifax offices.

They are General Agents for the Canada Guarantee Company which becomes surety for employes in Banks, Government officials, civil functionaries and all persons who are required to furnish bonds for the security of their trust.

They are the Halifax Agents for the Intercolonial Railway, which is acknowledged to be the finest on the continent, and are prepared to furnish tickets to all points.

The reputation of this firm for safe, fair and prompt dealing stands high, and in the substantial resources which inspire public confidence it has the necessary backing. Its success in the short period of its history gives every assurance of a prosperous future.

#### W. L. LOWELL & CO.

Messrs. William L. Lowell, of Maine, and Nathan Huse of Vermont, came to Halifax in 1860, and engaged in the purchase of wool for exportation to the United States. This business which was quite extensive they relinquished in 1863, and turned their attention to Brokerage and Banking under the style of Huse & Lowell.

The state of the currency in the Provinces where the coins used were almost entirely English, and the fluctuating value of the paper

money of the United States, offered an inviting, and, up to that time, an unoccupied field for their enterprise. They held the field exclusively for several years, and, as a medium of exchange, acceptably subserved an important commercial interest, with considerable profit to themselves.

Shortly after Confederation the currency of the Provinces of the Dominion becoming assimilated, and the American national banking system taking the place of State banks, monetary exchanges became greatly simplified. Other private banking and brokerage agencies have arisen since then, but the house originated by Messrs. Huse and Lowell will long be remembered for its fair and honorable dealing. In 1871 Mr. Huse retired in consequence of ill health. Mr. Lowell continued the business alone until 1874, when Mr. John Lyle, who had served in the house, was associated with him, making the present firm.

Besides Brokerage, which constituted so important a part of the business of the house, it did, and continues to do, a large Banking and Exchange business, involving all the various financial transactions in this line. Its facilities for Exchange are unsurpassed, and its extended connections in the Dominion and the United States, established through a series of years, give it great advantages in collections, in which it does a very large business. Messrs. Lowell and Lyle are members of the Halifax Stock Exchange, of which the latter is Secretary.

Ever since coming to Halifax Mr. Lowell has been identified with, and taken a deep interest in, the industrial affairs of the Province. Upon the discovery of the gold deposits he became actively engaged in various organizations for the development of this important source of wealth, and the product of the gold mines has largely passed through his house. He has also, for several years, been associated with others in lumber operations, which, in giving employment to hundreds, have converted the pine and spruce of the Nova Scotia forests into deal for exportation. In all the financial and industrial relations of this house it has acquired a well-earned reputation for integrity, honour, and enterprise.

This house is the local representative of the Connecticut Mutual Life Insurance Company, of which Mr. H. N. Fairbanks, of Bangor, is General Agent for Maine and the British Provinces. It is one of the oldest, soundest, and the second largest institution of the kind in the United States, with assets approximating \$40,000,000.

## INSURANCE IN HALIFAX.

INSURANCE is divided into three great classes, and numberless small ones. The three leading interests to be insured, Life, Property by Land, and Property on the Sea, have for many years been guaranteed by Associations and Organizations, generally termed Underwriters, who, for a sum of money called a premium, undertake to indemnify the insurer against loss. It must not be supposed that this Insurance in either of its branches is a haphazard speculation; on the contrary, every class is governed by well known laws, a careful observance of which brings about an anticipated result, unless interfered with by some extraordinary occurrence, such as an epidemic, a wide spread storm, or a large conflagration.

In this latter half of the nineteenth century, civilization has made such rapid progress that the principle of guaranteeing against loss by payment of premiums has been carried to an extreme. Fidelity of employees is guaranteed, lives of animals are insured, accidents are now an insurable contingency; plate glass is replaced when broken, by an Association, and so on *ad infinitum* until the very multitude of insurable objects bewilder the imagination.

In Halifax, this extreme is not carried out, the Local Associations of Underwriters confining themselves principally to insuring property against loss by fire on land, and by shipwreck at sea. Life Insurance is conducted on an extended scale, by the representatives of a large number of foreign offices, and one Mutual Life Association of which we write further on.

Maritime Insurance, or as it is termed Marine Insurance, is the oldest known form of Underwriting, and dates back to the dim ages at the commencement of the Christian era. Claudius in a time of dearth guaranteed the importers of corn against loss by storms, and though some of the "Guilds," or ancient combinations of our English forefathers in considerations of payments into a common fund, guaranteed their members from loss by fire, water, robbery or other calamity, yet the first fixed and definite Insurance Companies were formed to carry on Marine Underwriting. In a speech from the Throne, the representative of "Good Queen Bess," alluded to the wise merchant who gave part of his property to have the rest assured.

From her position facing the great Atlantic, and nearly surrounded

by water, Nova Scotia is essentially a ship-owning country, and having no less a sum than twenty millions of dollars invested in ship property, Marine Insurance becomes a necessity, so nearly every port in the Province has one or more Associations of Underwriters. Halifax, as the capital, of course occupies the front rank. Though other ports own more shipping in proportion to population, yet the principal part of the Underwriting is done in the Marine Insurance Companies and Associations of the Metropolis.

Somewhere about the year 1824, Henry Yeomans, Senior, and Joseph Dolby effected insurances on ships and cargoes by means of what were called "outside policies," a sort of mutual underwriting. If a sum was required on a vessel these brokers would go to A. B. C. D. E., all of whom would sign their names to a policy of insurance, bearing each a proportion of risk and receiving equal shares of the premiums.

The Nova Scotia Marine Insurance Company is the oldest, chartered Company, having gone into operation in 1834. Its paid up Capital is \$40,000, which is considered ample to meet any losses that may be made. This Company has for 42 years transacted a large business, and during this period it has adjusted losses to the extent of several hundred thousand dollars. Its affairs are administered by a Board of Directors, composed of leading business men, and its management is in the hands of an experienced broker.

Four years subsequent to the formation of the "Nova Scotia," a second Company was found necessary to cover risks which could not be taken by the first named, and the "Union Marine Insurance Company" was chartered, and has had a successful career. The paid up capital of the "Union" is \$60,800, and last year a dividend of \$12,000 was paid to the shareholders.

The trade of Halifax continuing to expand, and the old companies not being able to overtake all the business offering, not only from the City but from all parts of the country, which was now making rapid strides in the building of splendid ships, an Association of Underwriters was formed in 1868, called the "Merchants' Marine Insurance Association." Subsequently this Association was re-formed as a Joint Stock Company, with a capital of \$200,000, of which \$25,000 is paid up. In its eight years of business this Company has met its losses successfully, and though these losses have been exceptionally severe, yet the revenue of the Company has hitherto withstood the claims upon it without touching the capital.

Six years after the starting of the "Merchants," forty gentlemen connected with the shipping interests of the City, organized an Under-

writers' Association called the "Ocean Marine Insurance Association" which having forty good customers, at once entered upon a large and fairly remunerative business. Each Underwriter takes  $2\frac{1}{2}$  per cent. of every risk, the engagement being entered into by one for himself and others, the loss being rateably borne by the several Insurers. As an example of the fluctuations of this class of insurance viewed from the standpoint of profit the Underwriters of the "Ocean" were in 1874 called on to contribute \$500 each to meet losses made, and within one year this amount was not only returned but an equal sum was given as profit to each Underwriter.

The youngest of the Marine Associations of Halifax is the "Atlantic Association" which commenced business in 1872. This Association is somewhat like the "Ocean," being composed of 50 Underwriters, each of whom assumes 2 per cent. on every risk. Though not four years old the "Atlantic" has a successful record, and bids fair for an extended business, as it has an influential connection among the ship-owners and other mercantile classes of Halifax.

Marine Insurance in Halifax is not undertaken so much for profit as for mutual protection in case of loss. For some months past the calls upon the several Companies and Associations have been very heavy, as quite an unusual number of vessels have been wrecked. This is the best testimony to the great value of the system of Marine Underwriting to a large shipping port like Halifax.

The business of Fire Insurance in Halifax is conducted by about eighteen Companies most of them being agencies of foreign organizations. Ten of the most solid British Companies are represented, viz: Royal, Queen's, Guardian, Imperial, Phoenix, Northern, North British and Mercantile, Liverpool, London and Globe, Lancashire and Commercial Union. The American Companies are represented by the "Etna" of Hartford and the Hartford Fire of the same city, well known as two of the leading Companies in the United States. Eight Companies from the Western Provinces of our own Dominion compete for a portion of the Fire business of Halifax, viz: The Stadacona, Royal Canadian, Provincial, British America, Isolated Risk, Citizens, Agricultural of Montreal, and National.

There are two strictly local Companies doing business, and to these more especially we confine our remarks. Previous to 1809 there was but one Fire Insurance Company doing business in Halifax. This was the old Alliance Company, which after a long career closed its business some years ago.

That there was a necessity for Fire Insurance is apparent from the fact that in 1802, a large number of incendiary fires took place which

became such a serious matter that the Executive Council met on a Sunday to take measures to stop further loss of property by fire, and a military patrol was kept up every night for six months for that purpose. Several suspected persons were compelled to leave the city; and a boy who confessed to an attempt to fire the Dockyard was transported. In 1816 a large fire occurred in Water Street at Grassie's Wharf which destroyed a large number of buildings; and in 1821 24 houses near the Masonic Hall were destroyed.

As many persons were completely ruined by these fires, public attention was called to the subject of Fire Insurance, and as early in the present century as 1809, an association was formed called the "Halifax Fire Insurance Company," which in a somewhat different shape exists at the present day. The avowed objects of the founders were stated to be mutual protection and the facilitating of Insurance on buildings without going to England.

The Capital of the old Halifax office was £50,000, in one hundred shares of £500 each, £100 of which was paid up, the remainder being secured by bond and mortgage. In 1819 this Company was incorporated by Act of Parliament. The first Board of Directors composed, Hon. James Fraser, George Grassie, James Foreman, John Pryor, John Albro, John Merrick and Michael Tobin. The first Secretary was William Newton, and the office was kept in the Exchange Coffee House, which stood on Hollis Street, opposite the present Jerusalem Warehouse. To show the profits of fire insurance in these pioneer days we note that dividends of 10 per cent. was paid in 1820, in 1831, 25 per cent; 1832, 30 per cent; 1834, 20 per cent; 1835, 30 per cent. In 1842 a bonus of 15 per share was declared and paid.

Losses were frequently met with, but were promptly paid; in 1821 over \$6000 was lost, and every year more or less was paid to insurers. This old Company which for so many years stood nearly alone, was almost crushed by a very large fire in 1859, which destroyed three of the most valuable blocks in the City, reaching from Hollis and Water Streets to Barrington Street. A little over a year later the block on which the Custom House stands, with the whole of the large block to the south, and a portion of a third block were destroyed by fire, causing a heavy loss to the Company, but Phoenix like it has arisen from its ashes, and still continues to transact a large and profitable business. Its capital is now \$400,000, one half paid up, and its last dividend was ten per cent.

In 1862, the "Acadia Fire Insurance" was chartered, and under an able Board of Directors, it has year by year been very suc-

cessfully managed. The Capital Stock of the "Acadia Fire Insurance Company" is \$400,000, \$125,000 of which is paid up. The rate of dividend for the past year was 15 per cent.

In 1871 the Nova Scotia Mutual Fire Insurance Company was chartered, and had a capital stock of \$200,000, one half paid up and with an influential Board of Directors did a very successful business.

This Company amalgamated with the Royal Canadian Insurance Company in June, 1864, and continued the business here with the same Board of Directors and the same success has continued with a large increase of business.

A large amount of the stock is held here, therefore the Royal Canadian is essentially a Local Company, as well as a General Company,—in 1874 the stockholders received a bonus of 20 per cent. in stock and a dividend of 10 per cent. was declared on last year's business.

Of late years the Fire Department of Halifax has been so efficiently managed, and the supply of water for fire purposes is so powerful that no large conflagrations have occurred since 1861. There are three first-class Steam Fire-Engines and several Hand Engines which are rarely used, as the water supply from the Hydrants is generally sufficient to drown out any incipient conflagration. Hose Reels are stationed all over the City, and a Fire Alarm Telegraph is in efficient working order; and this effective apparatus in the hands of a large body of active and energetic Volunteer Firemen, has reduced the losses of the Insurance Companies in the City to a mere minimum. A salvage corps called the Union Protection Company composed of old Firemen render efficient service in saving moveable property.

**LIFE ASSURANCE.**— That active, aggressive, self-evident, ubiquitous form of Insurance which has reached a perfection of working in this present day, viz: the principle of Life Assurance, has not passed Halifax by on the other side. On the contrary the ground has been fully covered by Companies and Associations almost without number. Of Companies combining Life with other branches, there are the Stadacona, North British and Mercantile, Queen, Royal, Guardian, Travellers. Of purely Life Offices the Canada, Confederation, Scottish Amicable, Standard, Star, Life Association of Scotland, Phoenix, Eagle, Connecticut Mutual, Globe, Mutual, Equitable, Metropolitan, Union Mutual, New York Mutual and Citizens Mutual of Montreal.

The only local Life Institution is the Acadia Provident Association which was incorporated in April 1873. An active and influential



Board of Directors, comprising several of the leading gentlemen of the community, with Lieutenant-Governor Archibald as President, has the management of this Association. So far its operations have been successful not one claim having yet been made on its funds, which fact speaks volumes for the care in selecting lives of insurers.

#### CANADA LIFE ASSURANCE COMPANY.

THE record of this Company, the oldest in the Dominion, having been established in 1847 with a capital of \$1,000,000, is one whose steady success gives evidence of excellent management and in the large amount distributed to the families of deceased insureds, adds important testimony to the beneficent workings of Life Assurance.

The Company's management is modelled on that of the best Scottish offices which have a world-wide fame for their solidity and thrift. A wholesome scrutiny is exercised in the selection of risks and the greatest care and caution used in the investment of its funds. The rates are computed in the view of giving the assured as large a policy as is consistent with sound management and unquestionable security, and the returns of surplus by way of profits will compare favorably with any other institution.

The Company aims to afford every possible advantage to its policy holders—among which are lower rates than with British or foreign offices—premiums payable annually, semi-annually or quarterly—allowance of thirty days grace—policies lapsed through unintentional non-payment of premium renewable at discretion of Directors—an arrangement by which, in case of need, insureds may keep their policies afloat by means of a loan, without being obliged to surrender for its cash or paid up value, as is the case in most foreign offices—endowment policies convertible into paid up and non-forfeitable—five years' old policies will be purchased by the Company at their cash value, or exchanged for others of reduced amount, exempt from payment of further premiums, or loan will be granted thereon to nearly their surrender value—three-fourths of the profits on participating policies are divided among their holders every five years, who have their choice to receive them in a bonus to be added to their policy, or their equivalent in cash, or in reduction of future premiums. These profit bonuses are larger than given by any other Canadian Company; and it has occurred that when applied to the reduction of premiums, they have not only extinguished them but yielded the holder an annual surplus.

Such are some of the leading features of this Company whose increasing business bears witness to the public confidence reposed in it, and whose success is attested by the fact that its death claims are more than met by its receipts on interest account alone. Its beneficent work is apparent in its distribution of \$1,150,000 for death claims among the representatives of the assured.

The number of policies outstanding is 8869, insuring \$13,011,310. Last year 1776 policies were issued, representing \$2,693,811 insurance. The new yearly income was \$75,829, making the total revenue from premiums and interest \$582,734, and the assets were increased during the year by over \$350,000. The death losses were rising \$113,000 upon a calculated mortality of over \$177,000. The profits during the past five years amount to \$517,748—divided three-fourths among the policy holders and one-fourth among the shareholders.

The head office is at Hamilton, Ont., under the control of an able management, with branches in the principal cities of the Dominion. The Halifax Branch was established in 1869, of which J. W. Marling, Esq., at 166 Hollis Street, is General Agent for the Maritime Provinces, to whom applications for insurance, sub-agencies, or information may be directed. \$50,000 have been paid out for death losses through this agency. The Directors of the Halifax Branch are John Silver, Esq., Hon. Sir Edward Kenney, Hon. John W. Ritchie and Sandford Fleming, Esq.

#### STADACONA FIRE & LIFE INSURANCE COMPANY.

This Company, though among the youngest of protective organizations, has taken the field with great energy and the most flattering success. It was incorporated in 1874 with an authorized capital of \$5,000,000, and went into operation in the fall of the same year. The head office is at Quebec with a board of the strongest financial men of that city. It has over twenty branch offices in the principal cities of the Dominion—Montreal, Toronto, Ottawa, Hamilton, Kingston, London, Halifax, St. John, Charlottetown and at other points, with local boards of Directors composed of the most reliable and influential citizens of their respective localities, who, being large shareholders, take a vital interest in the management and welfare of the Company's affairs.

Besides these local branches in effective working order, it has already established over two hundred sub-agencies throughout the Dominion, confided to able and experienced persons, who, with the assistance of the numerous shareholders distributed around them and directly interested in the Company's welfare, offer another guarantee of its future success and prosperity.

The annual report and statement of affairs of the Company for the year 1875 make a most gratifying exhibit; showing that the success attending its inception has gone on increasing and has surpassed expectation. The careful management in the taking of risks is indicated in the small amount of losses in proportion to the premiums received. The net fire premiums during the year, after deducting cancellments and reinsurances, amount to \$183,009, while the losses, although the year as a rule has been fruitful in disaster, amount to \$62,528.

After paying these losses, providing for the payment of unsettled losses, a declared dividend of ten per cent., and paying the preliminary expenses of organization, which, in the establishment of agencies throughout the Dominion, and providing office furniture and safes for the protection of the Company's documents at the head office and branches, are necessarily large, the Directors are able to carry over as reserve a surplus of over \$32,746. Although a large dividend to the shareholders would have been justifiable, the Directors hold the policy, which the experience of the oldest and most successful Companies has shewn the wisest, of carrying over the surplus beyond ten per cent. to the accumulation of a fund to meet any unusual emergency without impairing the regular annual dividend of the shareholders.

The organization for Fire Insurance being complete, the Directors have turned their attention to the Life Department, the business in which was started in September last. In less than three months, notwithstanding the dullness of the times, sixty-seven proposals were received, and fifty-six policies were issued.

The Halifax Branch was established in November, 1874, at 189, Hollis Street, in charge of Mr. George M. Greer, General Agent for the Province of Nova Scotia, with sub-agencies throughout the Province, and has been eminently successful, having issued over 600 policies with an insignificant loss of \$800. The directors are Messrs. H. H. Fuller, Henry Lawson, J. S. Maclean, J. J. Bremner, and M. Dwyer—names that well justify the confidence accorded to this vigorous and substantial Company. The branch has many of the advantages of an independent local Company—applications being made to, and policies issued directly by it, the head office confirming all risks accepted by the Local Boards.

## COMMISSION BUSINESS.

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COMMISSION MERCHANTS, strictly so called, have not had by any means a monopoly of the commission business in Halifax. Leading merchants have been ready at all times to accept consignments of foreign and domestic goods, and to receive and execute orders either from abroad or from country districts. In fact, every merchant in the city is engaged, more or less, in a "commission" business. Those who confine themselves to this line exclusively are much fewer than in days gone by, and their transactions are neither so extensive nor so lucrative as they were wont to be.

The Tea trade, years ago, was exclusively "Commission." The Honorable East India Company had a monopoly of the trade, and S. Cunard & Co., were their sole Agents. The granite warehouse on the Cunard wharf was built for the accommodation of this trade. The same eminent firm did a large commission business in British and foreign manufactured goods, such as our merchants now import direct for themselves.

For many years after the monopoly of the East India Company had ceased, the "Colonial Tea Company" continued their importations direct from China. The teas were disposed of on "commission" by the late F. Charman, who also received consignments of British and Foreign merchandise. Up to within twenty years ago the commission merchants transacted very much of the business now in the hands of wholesale grocers and wholesale dry goods merchants. Consignments, principally from manufacturers, came regularly from Great Britain, from the Continent, and from the United States, and these were disposed of to retail dealers either at private sale or at regular weekly auctions. This line of business still survives, but in very limited proportions compared with other days.

The fish trade with the West Indies, British as well as foreign, was at one time, to a great extent, a commission business. Orders were regularly expected and received, and several large houses participated in the business, often a very profitable one. A commission business in this line exists with the United States and the Upper Provinces, and it is steadily and rapidly growing. The completion of the railway system will, no doubt, accelerate and confirm its progress.

The trade in broad stuffs appears to have a peculiar aptitude for the "commission" system, which holds more strongly in that line than

in almost any other. Still importations direct, by persons regularly in the trade, are increasing from year to year. It was customary, not very long ago, to have weekly sales of breadstuffs, either at public auction or by private bargain. Auctions are still occasionally heard of but sales are now generally made through brokers. The same, indeed, holds true of other merchandise, the general broker having made himself an indispensable intermediary between buyer and seller. To Mr. EDWARD LAWSON belongs the credit of introducing this mode of effecting purchases and sales.

The sale and chartering of vessels was wont to be a matter for the merchants: it is now almost exclusively in the hands of brokers.

Large quantities of merchandise of various kinds are still disposed of at public auction, and all our auctioneers receive goods on consignment and dispose of them as best they can, either by private or public sale.

Another phase of the commission business is that which is in the hands of the Manufacturers' Agents. These Agents have had a recognized existence in Halifax for very many years; but the system of ordering by sample, and ordering direct from the manufacturer, is being more fully developed,—some persons doing a very large trade in this line, in both British and Foreign productions. The manufacturers of the Upper Provinces also show no inconsiderable enterprise in disposing of their goods by sample—card, and pattern. As the population of the Province increases, as our coal, iron, and gold mines gather around them busy hives of men, the commission trade of the capital will necessarily increase.

The leading manufacturers in this Province have Agencies in the city, and all of them will see the necessity of such Agencies to win public attention to their products. Much of the manufacturer's success necessarily depends on the class that undertakes to form the connecting link between the producer and the consumer. The commission business, in all its phases, requires the services of trusty, energetic, live men; and such men find in it ample scope for their exertions, and, at least, a competent reward for their pains. There are in Halifax a large number of houses of high standing in this line. We, however, must confine ourselves to the two following:

#### S. CUNARD & CO.

Here we come upon a historic name,—a name associated with one of the most signal triumphs of modern enterprise. This House is almost as old as the city and was originated by Mr. Abraham Cunard, father of Sir

Samuel Cunard, Baronet. It still occupies the old stand where Abraham Cunard made his modest ventures in the earlier years of the Bonaparte wars when Halifax was known chiefly as a naval and military station. Early in the present century Sir Samuel was taken into partnership with his father. When he became head of the House, his tact and singular business ability speedily won for him a high position in the commercial world. The transactions of the firm with Great Britain, the United States and the West Indies were extensive. It had the agency of the East India Company, and besides prosecuting other branches of commerce, it ventured upon the South Sea Whale Fishery.

Occasional changes in the *personnel* of the firm took place from time to time, but Sir Samuel Cunard continued to be its senior till 1863, when, ripe in years, and rich with the rewards of industry and enterprise, he retired. The business was continued by Mr. William Cunard and Mr. James B. Morrow. The latter had been brought up in the service of the firm, and the former had been a partner since 1844. In 1873, Mr. William Cunard, having removed to London, also retired from the business, which is now carried on by Mr. Morrow, and by two grandsons of Sir S. Cunard, Mr. George E. Fracklyn and Mr. Thomas S. Peters.

This House, from the first, has been interested in shipping. In the days of its West India trade it owned or controlled a fleet of forty vessels. The introduction of steam and the inauguration of the Ocean Line of Steamers, so well known as the Cunard Line (see page 36) naturally led to an entire change in their style of business. Piles of fish ready for export have given place to huger piles of coal. The machine shop and the strong armed steam engine have superseded the fish-screw and the cooper's shop. The lumber craft, the coasters, the East India men of other days had to make room for magnificent ocean steamers.

At the moment we write there are lying at Cunard's wharf (a locality as well known as the "Battery" in New York) the Allan steamer *Moravian*, just in from Liverpool with the English mail; the *Beta* of the Cunard Line, with steam up ready to sail for Bermuda and St. Thomas so soon as the mail is put on board; the Allan steamer *Newfoundland*, about to start for St. John's, Newfoundland, on the winter mail service; the Allan steam collier, *Acadian*; the Cunard steamer *Alpha*, the reserve mail steamer, and the Cunard steamer *Delta* for service as occasion may require.

The establishment has unequalled facilities for discharging, loading, and coaling steamers. It is an ordinary thing to put 700 tons aboard a mail steamer in 12 hours: and as a rule cargo is discharged at the rate of 100 tons an hour. When "in a hurry" (as the boatswain remarked) as in "the case of mail steamers delayed by foul weather, coming in at the same time with another steamer, we discharged 1900 tons of cargo, shifted 503 tons into the hold of another steamer, and put 500 tons of coal on board, all in sixteen hours, with ordinary work going on as usual." This will give some idea of the facilities and resources of the establishment.

Transient steamers often, in stormy weather, put in here for coal. At these spacious wharves they can lie safely in every state of wind and tide; and there is at their service the most approved apparatus for coaling,—steam cranes, donkey engines, iron tabs varying in capacity from a quarter to half a ton. Very large stocks of coal are kept on hand for the various mail lines that centre here, and for steamers that may call in distress. Ample warehouses, some of them bonded, are provided for the temporary reception of cargoes and for the storing of goods.

Steamers that encounter the gales and the ice fields of the North Atlantic in the winter and spring often bring up at "Cunard's wharf" for repairs; and damages of all kinds are repaired with the utmost despatch—the "lame ducks," being sent on their way rejoicing, tight, staunch and strong.

The firm are Agents of the Allan Line of Steamers, carrying the mails between Halifax, Liverpool, and St. John's; they are Agents also of the Cunard Line of mail steamers plying between Halifax and Bermuda and St. Thomas; also of the Halifax Company (limited), the proprietors of the Albion Coal Mines in Pictou County. They are also Agents for Lloyd's, and for the Underwriters at Liverpool and Paris. Mr. Morrow is Vice-Consul of France. The Agency of the General Mining Association, proprietors of the Sydney and Lingan Coal Mines, is carried on under the designation of "Cunard and Morrow." We have perhaps said enough not to exhaust the subject of this sketch, but to indicate the energy and enterprise with which this firm maintains its unquestioned prestige.

### LAWSON, HARRINGTON & CO.

This well established and vigorous firm started in business in 1865. It then consisted of Wm. Lawson, Senr., and Wm. M. Harrington, Wm. Lawson, Jr., and Wm. H. Harrington. The firm then owned and sailed the "Halifax and Boston Sailing Packets," consisting of the barque "Halifax," the brig "America," and brigantine "Boston," all favorably known at that time to the travelling community, and, in the winter months, affording the only means of water communication with the United States.

On the loss of the "Boston," the schr. "Mayflower," was added to the line; but after the abrogation of the Reciprocity Treaty the fish trade fell off and steamers gradually took the place of the old-time sailing packets for carrying passengers, although to this day, more freight comes from Boston by sail than by steamers. The line nominally exists, as chartered vessels are put on when freight offers.

Wm. Lawson, Senr., died during the second year of the business, in 1864, and Wm. M. Harrington retired shortly afterwards. The firm was continued under the same name by Wm. Lawson and Wm. H. Harrington. During the time the sailing packets ran, many valuable connections were

formed with the United States, and were the foundation of a large commission business.

After the death of Wm. Lawson, Senr., the Newfoundland business, formerly carried on by him, came to Lawson, Harrington & Co., which business consisted in furnishing fishermen and traders on the west coast of Newfoundland, principally in George's Bay and Burgeo with vessels, salt, nets, lines and twines and all fishing supplies, together with all kinds of provisions and other goods, and receiving in return herrings in barrels, codfish, salmon, oil, etc.

Since confederation a large commission business has been done with the Upper Provinces in flour, and kerosene oil, etc. They were for many years the largest importers of kerosene oil and were the first to introduce the best Canadian refined, which has gradually taken the place of the American article in general consumption.

In the first years of the business, they started a small tow-boat, which, having succeeded, led to the procuring of other and larger boats, and now they own three good and strong steam tugs which ply in the harbor and outside, named the "Goliath," "A. C. Whitney" and "H. Hoover." In addition to other commission business they annually dispose of from \$80,000 to \$100,000 worth of canned lobsters, salmon and mackerel.

This firm occupies premises on Commercial Wharf, which afford ample accommodation in wharves and warehouses, admirably adapted to the management of their large and increasing business. By their intelligent enterprise they are well known abroad, and occupy a high position in commercial circles.



## THE DRUG BUSINESS AND DRUGGISTS.

HALIFAX, now so well supplied with drugs and medicines, could not boast, sixty years ago, of a solitary druggist's shop. Medical men imported and supplied the medicines they required in their practice. A few grocers kept some of the more popular drugs. The first drug shop opened was owned by Dr. SAMUEL HEAD, in Granville Street. Dwelling house, shop, and surgery were all under one roof. The first regular drug store was opened by Dr. MACARA in 1822, in a building on the site now occupied by the Post Office. He brought out a large stock from England, and made a very large reduction below usual prices. But even his "low" prices were high in comparison with present charges. You can get well drugged at one-fourth the money it would cost you in the days of Macara. But Macara had a great run—cheap physic like cheap sweetmeats—always creating a large demand. Salts which had been sold at 6d. a dose were reduced to 1½d. Hence Epsom Salts became fashionable. Macara made a handsome fortune. He built a large stone store and dwelling house in Granville Street, and remained there till his death. Mr. JOHN NAYLOR, who was a clerk with Dr. Head, became in time proprietor of the establishment, and for many years did a large business. On retiring he sold his stock to BROWN, BROTHERS & Co. JAMES HUMPHREY, who had come to Halifax as a clerk for Dr. Macara, set up for himself, and being supported by Dr. Avery, did a flourishing business. Humphrey gave up the business, and went off to Mexico, where he won high military honors. His brother Thomas succeeded him in the business. Mr. GEORGE E. MORTON succeeded Macara. Afterwards he became associated with Mr. FORSYTH, and a good business was carried on at "Morton's Corner," Granville and George Streets. This business was subsequently sold out to Mr. H. P. BURTON. Mr. FORSYTH, associated with Mr. COGSWELL, did a large business in Hollis Street. A number of other noteworthy names have become identified with the business in recent years; but space will not permit us to expand in this connection.

There are in all 17 retail drug shops in the city. The splendid establishments, gorgeous with marble and gilded fittings, to be seen in most of the large United States cities, have no counterpart here. Probably the medicine-buying public is quite as well, and more

cheaply, served in consequence. The druggists of Halifax are not wanting in knowledge of their business, or in careful attention to its management; mistakes and accidents in the dispensing of medicines are of very rare occurrence; fatal ones are almost unknown.

The business is conducted with that quiet assiduity characteristic of Halifax trade—and with a good degree of success. If few fortunes have been made, several druggists have attained a modest competence, and failures have been few. Here, as elsewhere, the retail druggist offers to his customers a variety of wares besides drugs,—as patent medicines, perfumery, homeopathic medicines, and toilet articles. The ubiquitous Soda Fountain dispenses its cooling streams during the hot days of our brief summer.

The wholesale houses add to their more legitimate business in drugs, chemicals and medicines a considerable trade in spices, oils and lighter groceries.

Paints and glass, though generally dealt in by druggists in the United States, are not handled by the trade in Halifax; but the larger concerns deal in dry colours and varnishes. The sale of *garden seeds* is almost exclusively in the hands of two or three of the druggists, as is also the greater part of the trade in *grass seeds*.

The druggists in Halifax have not the distinction, like their brethren in St. John, of giving a Governor to their Province and a Mayor to their city. Two of their number however, Messrs. TAYLOR and FORSYTH, now occupy the more modest eminence of Aldermen.

Engrossed with their business the druggists have, until lately, given but little attention to organization amongst themselves, or to the advancement of pharmacy, or the more professional aspects of their calling. But an attempt of a few of the medical profession two years ago to obtain by legislation control over the druggists, and to compel them to submit to examination at the hands of the Medical Board, aroused the druggists to combined resistance. Recognizing the importance of union amongst themselves, and of making provision against the accession of incompetent tyros to their ranks, they have recently formed the *Nova Scotia Pharmaceutical Society*, which includes most of the druggists in the Province, and proposes to establish a system of annual examinations for young men desiring to enter the business.

At the present moment a bill is before the Legislature to incorporate this Society, and to provide for the registration of druggists throughout the Province. Should it become law persons henceforth proposing to engage in the drug business will be required to pass the examination and possess the diploma of the Pharmaceutical Society, which will be a guarantee to the public of their fitness for their duties.

In this forward movement the druggists of the capital have naturally taken the lead. It is right to add that they have been cordially supported by their brethren in the country.

Druggists already in business have personally nothing to gain from such legislation, and their endeavour to elevate the standard of their calling and so promote the welfare of the community is an evidence of public spirit which is deserving of all praise.

#### AVERY, BROWN & CO.

FRONTING the General Post Office and standing on one of the chief thoroughfares of the city, is the long-established house of Avery, Brown & Co. It was founded more than half a century ago, by Dr. James F. Avery, whose name is identified with many important enterprises for the public benefit. Mr. Avery, after preliminary study with the late Dr. Almon, (father of the present Dr. W. J. Almon) prosecuted his education at Edinburgh, at the Ecole de Médecine and Hospitals, Paris, and in due time obtained the much-coveted "M. D.," of the most renowned medical school of the day.

He returned to Halifax and commenced practice as a Physician in 1821. In 1824 he established a retail Drug Store on the premises in George Street, that still bear his name and are now occupied by his successors. His business soon came to include a small wholesale trade. In 1841 he took his nephew, Thomas A. Brown, into partnership, and the business was conducted under the name of James F. Avery & Co. This arrangement continued eleven years, Dr. Avery gradually dropping his practice and giving more and more time to the work of the firm. In 1852 Charles E. Brown, another nephew, was admitted into the firm, which became known as Avery, Brown & Co. In 1868 W. H. Webb, who had been in the establishment thirteen years, was admitted as a partner; and in 1873 Dr. Avery, the founder of the house, retired, leaving as his successors the brothers Brown and Mr. Webb.

The original premises in George Street becoming too small for the steadily increasing business of the firm, the adjoining store was purchased in 1869, and used for the retail business. Their stock is stored chiefly in their large warehouse on O'Connor's Wharf. Their business is mainly jobbing and wholesale trade in Drugs, Medicines, Chemicals, Dye Stuffs, Spices, and "Druggists' Sundries," — Brushes, Sponges, Soaps, Combs, Perfumery and Dental Instruments and appliances. They deal also in Groceries, Dry Fruit and Teas. They make a specialty of perfectly pure ground Spices, and their brand has an established reputation for excellence throughout the Province. Their stock of Chemicals is probably the amplest and most varied in the sea provinces.

Like all Druggists they deal largely in Patent Medicines; for example, within the past five years they have disposed of over \$20,000 worth of "Fellows' Compound Syrup" alone.

They are the largest importers of seeds in the Province, supplying not merely the local demands of market gardeners and amateur horticulturists, but Agricultural Societies and traders all over the country.

They have over forty correspondents in the chief centres of their varied lines of trade in England, Scotland, France, Germany and other European countries. The best quality of goods is thus secured on the most advantageous terms from first-class manufacturers and producers, and with ample means at their command the firm are thus able to meet the sharpest competition and give the fullest satisfaction to their wide circle of customers. Their trade extends not merely to the best dealers in Nova Scotia, but it reaches New Brunswick, P. E. Island and Newfoundland. Besides the partners who give close personal attention to the business, there are usually fourteen hands employed by the firm.

#### BROWN BROTHERS & CO.

In 1838 the late Mr. John Naylor, long and favourably known in his establishment in Granville Street, retired from business, and his stock and "good will" were sold to Avery, Brown & Co. The stock was removed to a wooden shop which stood in what is now the "Pentagon" block, and the business was carried on under the superintendence of Mr. C. E. Brown, under the style of Brown Brothers & Co. In the disastrous fire of 1859, this building, like so many others, was burnt down. Dr. Avery shortly afterwards erected on this site the handsome five story brick block, appropriately named the "Pentagon." The chief portion of the block is occupied by Brown Brothers & Co., in their wholesale and retail Druggist business.

The retail shop is fitted up in the most modern style, and well stocked with carefully selected medicines, &c. The Dispensary is thoroughly organized. These departments, and all the rest, have the advantage of the systematic supervision and scientific knowledge and training of Mr. W. H. Simson, a graduate of the Philadelphia College of Pharmacy.

This house, in addition to its full line of Drugs, Medicines, Druggists' Sundries, Toilet Goods, Surgical Instruments and Appliances, etc., have in stock all the popular Patent Medicines. They have some valuable and favourably known proprietary articles of their own preparation. In Syrups, Tinctures, Perfumes and Pomades, their Laboratory furnishes the trade and the public with excellent goods. They do a large business in Spices, and as they grind and pack these articles for the trade, their full strength and purity are guaranteed.

They give very particular attention to Flower Seeds, Bulbs, Kitchen Garden and Agricultural Seeds and Roots. Experience has amply proved to the florist, the gardener and the farmer, that Brown Brothers & Co. can be relied upon to obtain the choicest selection of Seeds, etc., from European and American sources. Their enterprise has justly won high

commendation and wide patronage. Their Spring and Fall Catalogues for this department are eagerly sought for and extensively known.

About twelve hands are employed on the premises, and the whole business of the house is conducted with system and scientific precision not to be surpassed. Its retail trade is probably the largest of the kind in the city; and the wholesale is gradually attaining important dimensions.

#### M. F. EAGAR,

THE proprietor of the establishment, well known as the Acadia Drug Store, 157 Hollis Street, having had thorough training in the business, commenced at the present stand in 1861. Setting out with the aim which he has rigidly adhered to, of keeping only the purest chemicals and finest drugs and other goods usually had in such an establishment, he has found, as might be expected, a large and profitable trade centering at his stand, and with the skill and care on the part of himself and employes, devoted to the Dispensary business, has secured in this line in the largest measure the confidence and patronage of the public.

The establishment is favorably situated on the principal business thoroughfare, and, without attempting any meretricious display, is a model of neatness, appealing rightly by the fineness and excellence of its goods to the intelligent discrimination of his fellow citizens.

His Drugs and Chemicals are selected with the greatest care and every article in which he deals is intended to be of the best of its kind. Besides all the most popular patent medicines which Mr. EAGAR keeps in stock, he is proprietor of several specifics which have been much used and of whose efficacy he has received numerous testimonials.

A specialty is made in Infants' and Invalids' Food and in nursery goods, articles which receive much and deserved attention. Of surgical goods and appliances a full stock is kept, from the most celebrated manufacturers.

In toilet goods and druggists sundries his stock represent the finest products to be found in the first markets of the world; and the choice extracts of Lubin, Atkinson, and Cleavers, and other products of the best Paris and London laboratories adorn his shelves.

Mr. EAGER has the agency for the French "Vichy" waters, whose curative properties have obtained so much celebrity, and has also on sale the waters of other most popular mineral springs of Europe; also for the Syrup of Hypophosphites of Lime, Soda and Iron, and other preparations of Grimault & Co., Paris; and for the celebrated Perfume Manufactory of Rigaud & Co., Paris. Photographic stock, Homeopathic Medicines, Medicine Chests for ships and families, are also in his line.

## HENRY A. TAYLOR.

Mr. TAYLOR served and learned the Drug and Apothecary business with Mr. Geo. E. Morton, one of the oldest druggists in the city and with Dr. James R. DeWolfe, now Superintendent of the Provincial Insane Asylum. With each of these he spent five years and completely mastered all the details of the business, and attained a thorough knowledge of the Dispensary.

In 1849 he established himself at the corner of Hollis and Sackville Streets—a place long well known by the previous occupancy of Dr. DeWolfe and by Dr. Cogswell, now of London, who preceded him. Here he continued for twenty years, until he removed to his present location at 63 Barrington Street.

Probably no man in the business in Halifax is better known than Henry A. Taylor. His wares are of the best quality; but that is not all,—he knows how to advertise and to make the public read and remember his advertisements. The announcements issued from time to time by Mr. Taylor glitter with wit and humour, and his *mots* pass from lip to lip like so many proverbs. This accounts, in some measure at least, for his wide and long-continued popularity.

Besides doing a large and valuable Dispensing business and dealing in the best drugs imported direct from the first English and American houses he carries a good stock of all the most popular patent medicines. He is agent for Radway's Ready Relief, Sarsaparillian Resolvent, Regulating Pills—Popham's Asthma Specific, Raeder's German Catarrh Snuff, Kidder's Galvanic Battery, and Warren's celebrated Bilious Bitters.

He is also the proprietor of several very valuable remedial preparations of much repute and general use—among them Taylor's Cholera Cordial Syrup, Edinburgh Cough Lozenges, Cheswell's Pectoral Balsam, Carminative Mixture, Tonic Aperient, Tasteless Vegetable Worm Powders, and Brodie's British Cough Balsam. Extracts, Essences, and a choice assortment of the finest Perfumes and the best toilet goods fill up his catalogue. He has a worthy professional pride in the calling to which he has devoted his best years and from which the civic honors that testify the esteem in which he is held by his fellow citizens, has not been able to divert him.

## JOHN K. BENT.

THE stand at 145 Granville Street has a pleasant record of nearly forty years in the Apothecary line, associated with the names of old Dr. Almon, R. G. Fraser, the well-known Chemist and assayer, and John Richardson, Jr., through whom it has come down to the present occupant.

Mr. BENT, son of Dr. W. L. Bent, of Digby, well known in a successful practice of forty years, entered the service of Messrs. Avery, Brown & Co., in 1849; he subsequently had an experience of five years in a Boston house

and returning here was chief clerk for Brown Brothers & Co., and conducted their North Ferry Drug Store till 1867 when he set up in Granville Street.

In addition to his long experience in the business, he has industriously studied to enlarge his professional knowledge beyond the immediate requirements of his vocation, and has taken courses of lectures in a regular medical college in Chemistry, Botany, Anatomy and Physiology, Surgery, Obstetrics, etc., besides a two years attendance upon the Provincial and City Hospital.

His business is wholesale and retail in Chemicals, Drugs, Dyestuffs, Spices and Seeds of which he keeps fresh and reliable articles. In essential oils and other oils usually found in his line, he deals largely, as well as in Aniline Dyes. In the miscellaneous small wares and toilet goods, his stock presents a liberal and excellent assortment. One of his specialties is the supply of the gold miners with mercury, crucibles, &c.

Mr. BENT has given considerable attention to pharmaceutic preparations, several of which have acquired a wide reputation and sale. Among these may be mentioned his Cough Balsam, Liniment and Pills, whose remedial agency has been successfully tested. He also deals in the most approved popular patent medicines, and has a steadily increasing city retail and country jobbing trade. In the Dispensary line, for which his study and experience peculiarly fit him, he does a thriving business.

## MANUFACTURES OF HALIFAX.

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THE Province of which Halifax is the capital, possesses unsurpassed facilities and advantages for prosecuting successfully a great variety of manufacturing industries. Coal is superabundant, vast beds of it lying near the surface of the earth. Iron ore of the best quality has been found within easy distance of the great coal beds. Water power is available in innumerable localities. The principal harbours on the Atlantic coast are open to the world all the year round. The forests are still capable of yielding the material for lumber of all sorts. In short, the country possesses elements, in mineral wealth, and in position relative to the markets of the world, which mark it as destined to be at no very distant day one of the chief centres of manufacturing enterprise in America. Coal and iron are elements of assured national wealth,—especially when they are found near the sea, that glorious and free highway of the nations.

It is a mere commonplace to remark that the most has not yet been made of the singular advantages which the country possesses. Still, a beginning has been made, and there is already progress enough to show what can be done, and what we may fairly expect. Coal is raised, principally for exportation, but an increasing quantity finds a home market in heating factory furnaces. At Truro, Pictou, New Glasgow, Amherst, Windsor, and other places which we might enumerate, manufactures of various kinds are rapidly springing up. The advance made in the last ten years has been quite remarkable, and affords the best proof and illustration of what a hive of industry the whole country is destined to become.

There is one species of "manufacture" to which the people resort, and to which they have adhered with the utmost pertinacity,—namely, the building of ships. The result is that a population of less than 400,000 own over twenty million dollars' worth of shipping. Nova Scotians boast of more than a ton of shipping for every man, woman, and child in the country. In this line of industry the Province is, in proportion to numbers, in advance of any country on the face of the globe. This fact should be borne in mind when dealing with the manufactures proper of the country and its capital. The sea has been the source of a large proportion of the wealth of the people. They view it almost daily; they breathe its bracing gales; they love it, though so many of them go down to its depths to return never more.



Few families but have a son or near relative on board a ship in some capacity or other. During prosperous years it is a money making business,—this building and sailing of ships: but reverses, sad and sore, and long-continued, are not unexpected. Economists feel and declare that too much of the country's wealth is locked up in one industry, whose risks are great, and successful efforts have been made to open up other profitable avenues of enterprise.

One of the pioneers in Nova Scotian manufacturing industry was Mr. W. H. DAVIS, (now of Pictou), who managed an Iron Foundry at Albion Mines as early as 1830. The first pig iron manufactured in the Province was produced by him. He also made the engine for the little steamer *Richard Smith*, plying on Pictou harbor,—the first marine engine made in the Province. He was also the first to make a locomotive in the Province. His Foundry at Pictou is increasingly prosperous. In Yarmouth, Messrs. JOHNSON & BURRILL have a large iron foundry and machine shop, in which are produced stoves, ship's castings, &c. Mr. ROBB has an extensive foundry at Amherst. At Truro there are shoe factories, a peg and last factory, a woollen factory, a foundry, dye-works, tanneries &c. Mr. LOGAN has a large tannery in Pictou County, and there are similar establishments in other parts of the Province. Cheese factories, lobster canning establishments, woollen mills, potteries, brickyards, &c., are far "too numerous to mention."

Coming now to the city and its vicinity, we find a goodly development of manufacturing industry,—perhaps largely in excess of what a superficial observer would suppose. Furniture and wooden-ware of excellent quality are produced in such establishments as GORDON & KEITH'S, A. STEPHEN'S, &c. Pianos are made by several firms. MOIR'S BAKERY bears comparison with any in the Dominion. There are two large and very productive boot-and-shoe factories. The Starr Manufacturing Company produce the "Aene Skate," an article of world-wide reputation, and many other useful articles in the hardware line—such as nails, railway scabbards, &c. There are several foundries, and steam and gasfitting establishments. Two or three years ago the "Nova Scotia Iron Works" gave employment to over 100 men. Unfortunately adverse fortunes have quenched the furnace fires, and the clang of the hammer is no longer heard. But a brighter day, we hope, is dawning. The Dartmouth Rope Walk is an extensive establishment, comparing favorably with any in America. Then there are four breweries that produce ale and porter suited to home and foreign markets. Tobacco factories have had a firm foothold in the city for many years. There are mills for grinding wheat and Indian corn,

and for the manufacture of mouldings, sashes, &c.,—there are a brush-making factory, marble polishing and stone cutting, and carriage factories.

The comparatively limited area of forest remaining to be “lumbered o'er” will gradually render ship-building more expensive and difficult in the Province. Much of the capital and bone-and-sinew now devoted to the construction of ships will seek other and not less permanently remunerative channels. Factories of various kinds will spring up in ever increasing numbers. Every successful adventure will encourage others and prepare the ground for them through increase of wealth and population. Cotton mills succeed in St. John: why not in Halifax? Sugar refining was for years a profitable business in Montreal, and it will be so again whenever the tariff is adjusted on rational principles: and if sugar refining can prosper in Montreal, it should surely succeed in Halifax.

We subjoin notices of individual and conjoint enterprises that will fairly indicate the present industrial position of Halifax:

#### MOIR & CO.'S STEAM BAKERY AND FLOUR MILL.

No manufacturing establishment in Halifax stands out more prominently or attracts a larger share of popular interest than Moir & Company's Steam Bakery and Flour Mill. It occupies a central site, fronting East on Argyle Street, North on Duke Street and West on Grafton Street. It is the largest of the kind in the Sea-Provinces, if not in the Dominion, and it has won for itself a place, firm and high, among the permanent industries of the country. It was founded by Mr. W. C. Moir, and to his sagacity and energy it owes its present proportions.

Mr. Moir learned the baker's trade with his father, Benjamin Moir, who commenced business about 1815. At the father's death, in 1845, the son stepped into the business, and conducted it with steadily increasing success. For some years he conducted a bakery in Brunswick Street. About 1862 he removed to the site now occupied. In 1865 he cleared off the extensive wooden structure in which his business had been conducted for three years, and erected a handsome five-story brick building. Two years later he added the Flour Mill, fronting on Grafton Street; and in 1869, the brick dwelling-house on the corner of Argyle and Duke Streets, was superseded by the present fine structure. This marked the completion of the premises,—all brick, five stories high, 40 feet on Argyle Street, and extending the whole depth of the block along Duke Street (130 feet) and 80 feet on Grafton Street. The ground floor on Argyle Street is occupied by the Counting Room, and the Retail Store which presents, especially on Saturdays, the busiest imaginable scene, customers flowing in and out in one continuous stream.

The Flour Mill, in charge of Mr. J. H. Ellis—an experienced practical miller, has four runs of French Burr Stones, an English Crushing Machine, a Smet Machine, and all the most approved appliances to be found in first-class mills. The capacity of the mill for flour, meal, &c., is fully 100 barrels a day, and the products of the mill go to supply the bakery and the trade. The wheat is procured from the best markets of Ontario and the Northern States, and the corn is brought from the Southern States. Adjoining the mill on Grafton Street are extensive storage sheds.

On the first floor of the Bakery, in charge of Mr. James Swan, is the Soft Bread Department. It contains two Side Furnace Ovens of the largest capacity, and one very large Reel Oven. Besides all the other usual appliances is a Mixer of London make (the only one in the Province) of eight barrels' capacity, and in this Mixer all the dough is prepared. The Bakery is capable of turning into bread 75 barrels of flour per diem.

The second floor, under the superintendence of Mr. C. McKeon, is devoted to the manufacture of biscuit. There are all the usual varieties of machinery and apparatus for mixing, cutting, stamping, rolling, dressing, jumbling, &c., all resulting in the turning out of some fifty different styles of biscuit, in great quantities, and of the best quality,—from the thick squares that delight the hardy fishermen of St. Pierre and Miquelon, through the various grades of Pilot Bread, to the long line of plain and fancy family biscuit, whose fascinating names are only outdone by their rich and delicious taste. These goods find a ready home market, and by the shipping of the port they are carried to the ends of the earth.

The three upper stories of the Bakery are used for drying the biscuit and boxes previous to packing, and for drying corn,—the lofts being heated by steam for that purpose. The lofts over the Office and Retail Store are used for storing flour, biscuit &c.

The machinery of the Flour Mill and Bakery is driven by two steam engines, one of 100 horse-power and the other of 50. About 50 men are employed, and 14 horses are required for trucking, and the delivery of bread &c.

Mr. Moir has a factory at Nine Mile River for supplying packing boxes for his biscuits. In this factory over 200,000 feet of boards are used up into boxes annually. Besides these boxes, barrels are largely required for packing. We need hardly say that the sum total of the products of an establishment employing so many hands and so much machinery, and using up so much raw material, must be immense. Mr. Moir had a partner for several years, and hence the firm name of "Moir & Co." which is still retained. The greatest care is taken in providing the best stock, and the most improved plant, and no pains is spared to maintain and even to extend the reputation of the House. Mr. Moir has seen the age of manual processes and toil in the Bakery superseded by the age of machinery driven by steam; and in this change he has borne an important part. With continued prosperity there is the prospect of a still further enlargement of the establishment which will thus be a magnificent proof of individual enterprise, and a credit to the City and the Province.

## THE NOVA SCOTIA BOOT AND SHOE FACTORY (GEORGE S. YATES &amp; CO.)

This important and productive establishment, occupying a convenient site at 432 Upper Water Street, sprang from small beginnings. Fifty years ago the late Mr. George Yates commenced the manufacture of boots and shoes—all custom work. He gave satisfaction to his customers and his work gradually grew upon his hands. Some twenty-five years ago he moved into the premises at present occupied as a Retail Shop in George Street, and commenced to import and retail goods in his line. His son, Mr. George S. Yates served a seven years' apprenticeship in the business, and in 1852—thoroughly qualified for the position, he was admitted a partner. Mr. Yates, senr., died in 1856.

Mr. George S. Yates carried on the business with increasing success, and in 1872 he formed a partnership with Mr. Charles Downie who had been in the establishment as workman and foreman for a period of twenty-five years. The firm then took a "new departure" launching boldly into the manufacturing line. The above mentioned Factory was erected in Upper Water Street—a fine four story brick building 75 x 30 feet, with an adjacent engine house, one story high, 30 x 13 feet. The most approved machinery was secured; and the manufacture of men's, women's and children's boots and shoes has been prosecuted with unremitting success. About one hundred and sixty different styles are produced mainly for the home market.

The heavier operations upon sole leather are put through on the first floor. Here is the Boot room; here also are machines for sole-cutting, rolling, rounding, splitting, &c. The cutting-out room and the office occupy the second floor. On the third floor besides small miscellaneous machines, there are no fewer than twenty four Sewing Machines, operated by women. A number of men are on the same floor engaged in operating four wax-thread sewing machines, two Mackay's sole sewing machines, a Mackay heeling machine, beating-out machine, New Era pegging machine, &c. On the fourth floor is the finishing room—the burnishing and sandpapering machines,—and the *lasting* department which alone employs more than a dozen hands. The number of operatives in the whole busy establishment is about one hundred and twenty-five.

The stock used is the best that the market affords, and is procured partly from home tanneries and partly from France, England and the United States. For solid and substantial work as well as for careful and artistic finish the products of this Factory compare favourably with any similar goods from abroad. A case of "Boots and Shoes" containing a fair average sample of Yates & Co's manufacture won the award of HONORABLE MENTION at the Provincial Exhibition of 1874,—this being the highest mark given to any mechanical work. It may be mentioned that in the days of Mr. Yates, senr., a diploma was awarded to this firm, by the Commissioners of the Provincial Exhibition of 1854.

The goods produced in the Factory are to a large extent sold in the Retail shop in George Street; but there is also a steadily increasing demand throughout the Province and in Bermuda and the West Indies. The firm is in good repute wherever its products have been tested. The enterprise of the proprietors is creditable and profitable alike to themselves and to the community among whom their operations are conducted.

#### ROBERT TAYLOR'S SHOE FACTORY.

Up to within ten years ago Nova Scotia depended very largely on the United States and England for boots and shoes. About that time the Montreal producers stepped into the field and met with a little success. Mr. Robert Taylor had been in the business in Halifax for some years, and watching its drift with intelligent eye, saw his opportunity in 1868 to venture into the manufacturing business.

Mr. Taylor bought out Mr. Edward Smith's wholesale and retail shop, 153 Granville Street, and commenced in connection with this establishment the manufacture, even a limited scale, of boots and shoes. He at first employed about forty hands, and produced some fifty different styles of boots and shoes, mostly women's and children's wear. At this stage but little machinery was used to aid manual labour.

Success stimulated and still rewarded enterprise. Ever increasing business required ampler accommodation. In 1871 Mr. Taylor built a large and substantial brick factory on a prominent, central site, at the corner of Brunswick and Duke Streets. It is 60 x 40 feet, and four stories in height. Its rooms are airy, spacious and arranged on the most approved plan, so as to afford the best facilities for carrying on successfully the work of the establishment. Machinery is ready to perform every item of work that can be assigned to it. The sole sewing machine (invented by Mr. Mackay, a Nova Scotian) is here doing duty to the fullest extent. The heeling machine of the same ingenious inventor is here also. There are at least twenty-four sewing machines. The pegging, heavy cutting, beating out, rolling, splitting, &c., are all done by appropriate machinery. One steam engine was at first efficient for the work of the establishment, but as machinery accumulated the task became heavy enough to tax the energies of two nine-horse-power engines.

The factory presents a scene of busy industry—especially where two dozen sewing machines hum and whirl under the fingers of as many women. The "music" of this room is the "air" of the piece, while the heavier machinery furnishes the "bass." On an average one hundred and forty hands are employed; and there are at least two hundred and thirty different styles of work manufactured, ranging up from the little child's shoe to the heavy and substantial boot for the sturdy Newfoundland fisherman. This last boot is made by hand and its strength in material and make seems

worthy of the brave and hardy men who gather in the wealth of stormy seas.

The Factory turns out about three thousand pairs per week. A market for these is found chiefly in Nova Scotia, but there is a steadily growing trade with New Brunswick, P. E. Island, Newfoundland and St. Pierre. The stock used is obtained mainly from tanneries in the Province, and the finer materials are imported from the United States. Mr. George F. Hills is manager of the Factory, and Mr. Larkins has charge of the machine rooms. The sample room is at 153 Granville Street. A better regulated establishment than Mr. Taylor's or one producing more reliable goods would be sought in vain.

#### GEORGE A. KENT & CO., BOOTS, SHOES, ETC.

THE wholesale and retail business of this firm, as dealers in Boots, Shoes, Trunks, Hats, Caps, Rubbers, etc., at 153 Granville Street, has been conducted for twenty-five years on the same spot. It was originated by Mr. H. S. McNeil, continued McNeil & Smith, Edward Smith, and Robert Taylor, in regular succession to the present proprietors.

Mr. Kent entered Mr. A. J. Rickards's Boot and Shoe Store in 1863, as clerk, and was in partnership with him two or three years. He then commenced business at 155 Hollis Street, but closed there in 1872 and purchased the retail branch of the trade of Mr. Robert Taylor at the present location.

In 1874 he bought out the stock of Mr. Wm. Dunbar, who then retired from the trade, and united it with his previous stock. In 1876 he formed a partnership with Messrs. J. E. Hamilton and Jno. P. Scott, when the business was enlarged into a wholesale as well as retail trade.

In the retail line this firm has acquired a high reputation for the excellence of their goods, to the selection of which the senior member has given special attention and carefully exercised his superior judgment as to quality and style. The establishment has consequently secured a large patronage of the best city trade.

Their stock consists of the finest goods, largely imported from England and the United States, and embraces a full and varied line of ladies', gentlemen's, and children's wear. While the English walking wear, which is to be commended for its substantial make and its comfort and health-preserving qualities, can be always obtained in this establishment, those who have need of, or fancy the lighter and more artistic makes, can be suited as well.

They also sell largely of the manufacture of Mr. Robert Taylor, specially adapted to their trade.

A full line of Hats and Caps is always kept on hand, chiefly imported and from the best manufacturers of England and the United States.

Their Fur goods are from England and the Upper Provinces, and comprise the choicest kinds and qualities, made up in the best style. The rigors of the climate will ever give these goods an important place among the necessities and luxuries of ladies wear. In the Rubber boot and shoe line, this house represents the best makers of the Upper Provinces and the United States.

Besides the above mentioned leading lines, they keep on hand a large assortment of Trunks, Valises, Satchels and the usual smaller wares which make up a well-appointed boot and shoe store.

#### MACDONALD & CO., BRASS WORKS.

ONE of the most note-worthy industrial enterprises in Halifax is to be found at from 160 to 172 Barrington Street, where the above firm have their workshops and warehouse. The firm is composed of Henry A. Macdonald, Thomas G. Power, Alexander Macdonald, Rufus Bayers, and Roderick Macdonald, by the first four of whom the establishment was started in 1865. They commenced in the old brass foundry at 88 Barrington Street, in connection with a workshop on Cronav's wharf.

The original partners were all thorough workmen and masters in their several lines, and by their combination of skill, industry and intelligence, have built up a flourishing business and developed a home enterprise unsurpassed in extent in the Dominion, and unexcelled in its varied productions by English or American manufacture. Previous to the organization of this establishment nearly all kinds of brass and copper work were imported from England and the United States, in competition with which this manufacture has taken, and almost exclusively hold, the market.

The premises occupied are one hundred and fifty feet on Barrington Street, consisting of three flats, with storeroom for roofing materials in the vicinity, and in ordinary seasons seventy hands are employed in the various departments of work,—presenting a rare scene of animated industry. The moulding and casting room is admirably organized for its work, and is in the hands of skilful artisans; and the finishing shop, equipped with steam engine, numerous lathes, and other necessary machinery, is on an extensive scale, producing work of exquisite perfection. The high reputation which the establishment has acquired is due to the strict scrutiny of every piece of work by the experienced proprietors, by whom, if blemish is found, it is consigned to the crucible.

We have not space to enumerate all the products of this establishment, but the leading lines embrace the manufacture of Engineers', Plumbers' and Steam Fitters' Brass goods, and the heavier kinds of Brass and Copper work for Steamships, Railways, Tanneries, Lighthouses, Vessels Fastenings and Fittings, and in fact all the appliances in copper or composition which pertain to a ship.

Besides manufacturing and dealing in every description of Fittings for

Steam, Water and Gas apparatus, they fit the same in public buildings and houses in all parts of the Maritime Provinces, having a corps of experienced workmen for the purpose. All kinds of ship's plumbing is also in their line. The greater part of the steam-heating apparatus used in the Province has been put in by this establishment. Their share of the plumbing in the city and country has been very large; while in hot water heating apparatus, to which they have given special attention for several years, their work, with scarcely an exception, is in all the conservatories of the city, which are warmed by this method, and in some of the public institutions and better class of dwellings.

They manufacture of the best metal a variety of Hand and Power pumps for various uses, as well as very superior ships' pumps, suitable for bilge or fire purposes.

They import and deal in cast and wrought iron pipe; Engineers' rubber goods, steam pumps; rubber, leather and canvas hose; and common house pumps, and are sole agents in the Province for the sale and application of Warren's Felt Roofing and Roofing materials.

The extent and organization of this establishment, the superior excellence of its production, and high reputation and growing demand for its goods, and the appliance for its various apparatus to ships and buildings throughout the Province, are the appropriate result of combined practical skill and enterprise.

#### ENFIELD BRICKYARD AND POTTERY.

These works were initiated by Robert Malcom, about twenty years ago, and were purchased of his estate by J. H. Johnson and Aubrey Smith, who operated them a short time. Mr. Johnson then retired, and Joseph Kaye joined Mr. Smith, forming the present firm 1870, from which time the enlargement and improvement of the works date.

They are located at Enfield, on the Intercolonial Railway, 28 miles distant from the city. The property embraces about twenty-five acres, abutting on the Shubenacadie river, containing an immense deposit of brown clay in a stratum from eight to fifteen feet thick, underlying the whole area.

The main building is of brick, 175 x 70 feet, of two stories, equipped with all the requisite machinery for the manufacture of Chimney Crocks, Pipe Stones, Vitrified Drain Pipe, Flower Vases and Pots, Earthenware, Stoneware, and fine Clayware of every description.

In the middle portion is the workshop, where all the turned ware is made. The moulding room is in the second story. The straight Drain Pipe is made on the first floor; and in its manufacture a Clayton Pipe Machine is used, which is from three to fifteen inches in diameter, and in sections of two feet in length, the Junctions, Traps, Heads and Syphons being wrought in the moulding room. This pipe, after thorough drying,



is subjected to a fierce heat in the ovens for three days and nights, by which it acquires great toughness. It is largely used for main sewers, and for house drains. There are two circular kilns for stoneware, of thirty feet in diameter. The clay for the manufacture of this ware is brought by rail from Shubenacadie, thirteen miles distant. The kiln for the brown, or earthenware, is twenty-four feet in diameter. In the building is a ware-room in which the various products of stone and earthenware are kept in stock. From twenty-five to thirty men are here employed.

In a separate building the manufacture of earthen Drain Tile is carried on. The tiles are made in round and sole form, from two to six inches in diameter, and in thirteen inch sections. This tile has come into very general use by western agriculturists, and occupies an important place in adapting wet soils to successful cultivation. No intelligent agriculturist who desires the best results, can afford to forego the use of this valuable auxiliary.

In the rear of the Pottery is the Brickyard, with three machines operated by shafting connected with the steam engine of the Pottery building, which supplies with steam power all the machinery on the premises. These machines are capable of turning out 10,000 bricks per diem. Their product is small and pressed brick and stock brick used in the Government works. Last year 2,000,000 bricks were sold. The market is principally Halifax. From thirty to forty men are employed in the summer, and a thousand cords of wood are used annually in brick burning.

In the manufacture of earthen and stoneware 1500 tons of coal are consumed. Their market is found in all parts of Nova Scotia, New Brunswick, Prince Edward Island, and to some extent in the States. The manufacture has acquired a high reputation, the sales are constantly increasing, and the works can be greatly augmented in capacity to meet the demand.

The firm have also on the premises a store for the supply of the workmen, a large boarding-house for the brick men, and several dwellings which they let to other operatives. The city office is 261 Barrington Street, (new extension), where samples of the products of the works may be seen.

#### "THE ARMY AND NAVY BREWERY"

HALIFAX has long been famous for the production of wholesome and nutritious ale and porter, and its reputation in this respect has been decidedly promoted by the above named enterprise. The "Army and Navy Brewery" originated with Mr. John Oland, an English gentleman, who came to Halifax in 1866, and in company with Mr. G. C. Harvey, a merchant of Halifax, and Major DeWinton, of the British Army. The site of the Brewery is "Turtle Grove," on the Dartmouth shore, opposite the Richmond Railway Depot, a charming and pleasant spot, commanding a fine view of the harbor and city. From this lovely spot the establishment is popularly called the "Turtle Grove Brewery."

The abundance and excellence of the spring water of this locality, so essential to the production of the purest and finest beer, peculiarly favoured the enterprise. Mr. Oland died four years ago, and his sons, John C. and Conrad G. Oland, succeeded to his interest.

In 1874 Mr. George Fraser, who for many years had been business manager for the late Hon. Alexander Keith, purchased Messrs. Harvey's and DeWinton's interest, and became associated with the Messrs. Oland, at which time the name was changed to "The Army and Navy Brewery," in recognition of the extensive patronage received from these departments of Her Majesty's service. Shortly after Mr. William Lowe joined the firm, which became Fraser, Oland & Co.

The works were at once completely remodelled and enlarged to double their former capacity, being now capable of producing 100 hogsheads per week, and extensive improvements made in the facilities and processes of manufacture, and the advantages of the site afford ample scope for indefinite extension. The cellar is one hundred feet square, cut out of the solid rock, and is one of the most desirable repositories of the wholesome beverage. The Malt is from Glasgow and Ontario, the hops from Great Britain and Germany, which, with the superior mineral water, obviating the necessity of any chemicals or artificial finings, combined with skillful processes, produce a Sparkling Amber Ale and an Extra Stout Porter equal to the best importations, and which in competition with them are rapidly coming into general favor and taking the market. The water used has been analyzed by the best Chemists and pronounced the best in the Province for the purpose, and specimens of manufacture examined by competent judges at the Provincial Exhibition of 1874 were declared of "very superior quality."

Besides the large supply required for Army and Navy contracts, this Brewery has an extensive Provincial trade, with agencies at Pictou, Truro and Yarmouth, and its products have been received with great favour at Bermuda, St. Thomas and other West India ports. Its various grades are well adapted for exportation as well as for the home trade.

The Office and Bottling Department are at 36 and 38 Duke Street, under Dalhousie College, where the enterprising proprietors—Messrs. FRASER, OLAND & Co., attend to their increasing circle of customers.

#### NOVA SCOTIA BREWERY.

This establishment has the honor of age and ante-dates every similar establishment in the Province, if not in the Dominion. It was originally a very insignificant affair, although an important undertaking measured by the standard of the humble operations of the early years of Halifax. It had been carried on by Mr. Boggs several years previous to 1817, when Mr., afterwards Hon. Alexander Keith, came to this city and in 1820 purchased it.

Mr. Keith was a native of Thurso, in the north of Scotland, and learned the brewer's trade in all its details in his native country, so celebrated for the manufacture of ale. Under his management and enterprise the works were from time to time enlarged and improved, and the old, mean wooden buildings gave place to extensive and substantial erections. The solid stone structure on Water Street, about one hundred and fifty feet in length and of three stories, used as a malt house and for storage, was among the earlier erections. The large wing in the rear, in which the office, and Bottling Department are located, was put up about ten years ago, while the old wooden Brewery, a cheap wooden building, and the last of the original works, were replaced five years ago by the present four story brick structure.

The property embraces nearly two hundred feet on Water Street, extending through to Hollis Street, on which is a large wooden double house and a spacious and elegant stone mansion, the residence of Hon. Mr. Keith in his later years. Hon. A. Keith was held in high esteem by his fellow citizens, and was at two different times honored with the Chief Magistracy of the city.

The internal appliances of manufacture have kept pace with the outward enlargement of dimensions; and the most approved machinery has been introduced from time to time. The works are thoroughly organized in every department, and though producing Ale and Porter in large quantities, has a capacity for greatly increasing the production. During the eight cold months it yields at the rate of 180 hogsheads per week, and for the warm four months of the year, 240 hogsheads per month.

The annual consumption of Barley for malting purposes is over 15,000 bushels. The barley is obtained from Canada and Prince Edward Island, besides an average annual purchase of over 3000 bushels of Malt from Canada and Scotland. Of Hops, about 300 bales are used annually—obtained from Canada, the United States and England.

The operating power is a steam engine of twelve horse-power, and a score of hands are constantly employed. It has a large cooperage, giving occupation to several workmen. The cellarage is extensive and flagged with stone, and the Bottling department is on an extensive scale. The product of the establishment has made for itself a wide market at home and abroad, largely supplying the retail houses in the city, and the military vaults of Halifax, Bermuda and Kingston.

Mr. Donald C. Keith, having been bred to the business by his father, completed his training in it at Edinburgh, and at twenty-two years of age joined his father, forming the firm of Alexander Keith & Son, in 1853. The worthy senior deceased in 1873, since which time his son continues the business.

## CARRIAGE MANUFACTURE.

PREVIOUS to 1859 there was no complete carriage factory in Halifax, and as a matter of necessity carriages of any pretension were imported from England and the United States. In the case of the more common vehicles, such as heavy wagons, one shop usually made the wheels, another shop the body, and the blacksmithing and painting were done at still other shops, so that the work was the product of several independent industries.

Mr. GEORGE L. O'BRIEN, who learned his trade in Ireland, was about the first who did anything in the carriage line. He commenced about 1820, having his shop in Duke Street and making wheel-barrows and coarse vehicles, and occasionally turning out a carriage of more pretension, patterned after the English style. He continued the manufacture till his death a few years ago. WILLIAM STEVENS was nearly contemporary with Mr. O'Brien, and continued the manufacture till his shop was burnt in 1866. Several others, also, figured in carriage manufacture in a small way.

Mr. J. M. DEWOLFE, who came here in 1859, was the first to establish and develop this industry, and put it on such a basis as to obviate the necessity of depending upon foreign manufacture. In his hands the business has acquired important dimensions, and for elegance of style the work of his establishment will compare favorably with foreign production. Mr. DeWolfe has in his warehouse a ponderous English Brougham, used here twenty-five years ago by an eminent official, which strongly illustrates and marks the progress of improvement in carriage manufacture during the past quarter of a century.

## JOHN M. DEWOLFE—CARRIAGE FACTORY.

Mr. DEWOLFE, with an apprenticeship of eight years in the carriage business, at St. Stephen, N. B., had the advantage of contact with American workmanship. Thence he went to St. John, and was employed in the extensive factory of Mr. Harrison for three or four years, till its destruction by fire. He had an offer to join a company for the re-establishment of the works, but, concluding to seek a new field, for his enterprise, came to Bridgetown, N. S., where he set up a factory with Mr. Lewis and continued about two years.

Having made some acquaintance with Halifax in connection with the sale of his carriages, and becoming convinced that the city offered a field which should be occupied by his enterprise, he removed thither in

1859 and set up an establishment in Grafton Street, where he continued for ten years. Not being able to obtain the requisite adjoining real estate for the enlargement of his works, he removed and set up his present establishment at the Corner of West and Robie Streets.

The premises consist of three large three-story frame buildings, containing some seventeen thousand feet of floor room, and admirably adapted and equipped for the prosecution of the various departments of carriage manufacture. In the blacksmith and wood workshops, the best of materials are employed, and with the skill of the best workmen of this and the old country, the lightness of wood is united with the strength of iron and steel, by which are developed that grace and durability which characterize the modern carriage, and distinguish it from the rude and clumsy mechanism of former years. The trimming shop and the painting and polishing departments are also in skilful hands, and of the thirty workmen usually employed in the establishment, not one is wanting in the work assigned him.

Mr. DeWolfe's specialties are Phaetons, light Buggies, T Carts, Concord Wagons, Sleighs, etc., and among the heavier carriages are found Barouches, Landaus, Clarences, Full and Miniature Broughams, Coupes, besides all the various carriages in common use in the Province. His market is principally in the Province, and largely in Bermuda and the West Indies, and he has filled orders for England and Ireland.

Mr. DeWolfe has had thirty-two years' practical experience in the business, to which he has enthusiastically devoted his energies and skill, and with a laudable ambition to excel, in which he has been eminently successful. For this purpose he has made numerous visits to the leading manufactories in the United States, and was the first to introduce improvements, and has continued to make his work progressive and fully up to the best workmanship abroad. He has demonstrated that home manufacture in his line is equal to any demand that may be made upon it.

At the Paris Exposition in 1867, Mr. DeWolfe took a prize for a Phaeton, and his productions has been honored at Provincial Exhibitions, and three or four specimens of his work will be exhibited at the Philadelphia Centennial.

#### ROBERT H. COGSWELL—WATCHES, CHRONOMETERS, ETC.

MR. COGSWELL, at 175 Barrington Street, is successor to William Crawford, who learned his trade in Glasgow, and established himself here in 1830. Mr. Cogswell bought out his predecessor in 1865, and much enlarged and improved the premises since they came into his possession. He deals in Chronometers, Watches, Clocks, Sextants, Quadrants, Barometers, Compasses, Binnacles, Sea Glasses, Charts, Nautical Books, &c., and repairs Watches, and Nautical Instruments. His goods are from the best makers, and his work first-class in every respect.

Mr. Cogswell is standard authority on true time, keeping Halifax, Boston, and Greenwich time by astronomical clocks, and having a transit instrument conveniently mounted on his premises for the rating of chronometers. He, like his predecessor, has had the rating of the chronometers of the Canard Mail Steamers of the Bermuda and Newfoundland lines since their commencement, and for the general shipping of the port. He has charge also of railway time.

He has for years gratuitously signalled the true time by which the noon-day gun is fired at the Citadel, and for several years made up the weather reports for the daily evening papers, with thermometrical and barometrical readings.

Mr. Cogswell, as may be inferred from the above, has much professional enthusiasm as well as skill in his vocation, and performs a very important service in the interest of the commercial world.

#### J. E. WILSON—STOVES AND SHIPS' CASTINGS.

Mr. WILSON having previously been in the Hardware line at St. Andrew's, commenced business in Halifax in 1867 at the present stand, 245 Hollis Street. He subsequently enlarged his warerooms into the adjoining store, No. 247. He deals wholesale and retail in his several lines.

The Stove department embraces all the various stoves in common use, among them the elevated oven wood-burning stove for the country trade, and coal burning cook stoves of the most approved patterns and established reputation, including the "Waterloo," "Niagara," and "Victoria." Ships Cabrozes of various sizes, up to that suitable for a thousand ton ship are also kept in stock. *Open grate coal-burners* of various patterns are in his catalogue. All the stove furniture in tin and copper work is manufactured on the premises by experienced workmen, and is uniformly of the best qualities and finish.

Ships' Castings of all kinds—Capstans, Winches, Windlasses, Steering Wheels, Checks, Hawse Pipes, Chain Pipes, Sheaves, etc., are constantly on hand, or promptly furnished to order. These, together with stoves, are from Messrs. Dinwocks' Windsor Iron Foundry, of which Mr. Wilson is sole agent. The ships' castings of this foundry have a wide reputation, which they have acquired in a test of nearly twenty years, and they occupy an unchallenged place among veteran ship-builders. Mr. W. also represents the Milton Iron Foundry at Yarmouth. He has recently added to his specialties Foundry Supplies, such as Foundry Facings, Sand, Brushes, Stove Bolts and Rivets.

One of Mr. Wilson's principal lines in the stove trade are Base-Burning Coal Stoves for offices, parlors, halls, &c., representing the celebrated manufactory of James Spear & Co., of Philadelphia, whose Anti-Clinker Argus, Silver Moon and other beautiful and admired patterns of self-feeders

enjoy a high reputation. For heating qualities, ease of management, beauty of pattern, and the cheerfulness afforded by their illuminating arrangement, they are not excelled by any in the market.

He also represents the famous "Dubuque" base burner, which is an acknowledged standard soft coal self-feeding stove, and in general use in the Western States, where soft coal is largely consumed, reproducing every excellent feature of the Anthracite base-burner. These stoves have stood the test in competition with the numerous candidates in their line for popular favor. For this and the Anthracite base-burners Mr. Wilson has a large and increasing trade. Their admirable features of economy, comfort and elegance commend them in a climate so largely dependent on artificial warmth.

Mr. Wilson also deals largely in Force and common House Pumps, and has on sale the American Submerged Pump, a non-freezing force pump, specially adapted to northern latitudes, simple in construction, working at any depth, durable and cheap.

Mr. Wilson is interested in the North West Arm Rolling Mill, of which he is Secretary. It is proposed to move this mill the present year to the vicinity of the Three Mile House, at Bedford Basin, on the line of the Intercolonial Railway, where a large property has been secured for the purpose, and the business is to be extended into the manufacture of nails, etc. Mr. W's trade extends east and west on the coast from Shelburne to Cape Breton.

#### WATSON & MYERS—BRASS FOUNDERS, GAS FITTERS, ETC.

Mr. JOHN WATSON, having thoroughly mastered his trade in Glasgow, Scotland, came to Halifax in 1852, doing journeyman's work till 1856, when he set up business with Mr. John Donald. The firm of Donald & Watson was dissolved in 1870. Mr. William Myers, who had served his apprenticeship with Messrs. Donald & Watson, became associated with Mr. Watson in 1870, when they opened the present establishment at 150 Hollis Street, the premises having been purchased by Mr. Watson.

Their leading line of work is Gas Fitting, and the manufacture of Gas Fixtures, having a well organized factory for the purpose to supplement their practical experience and skill. They carry quite a large stock of Chandeliers, Hall Lamps, Brackets, Portable, or Table Lamps, mostly of their own manufacture, and, to some extent, of English and American make. Their own wares, however, both in style and workmanship, will compare favorably with their imported goods, and reflect much credit for their mechanism, while demonstrating the ability of home talent to supply goods for which foreign manufacture was formerly so largely depended on. Besides staple articles in this line, they also manufacture to order, at the shortest notice, designs for gas illumination for special occasions.

They manufacture all kinds of Brass Steam and Water Fittings for engineers and plumbers—as Water Taps and Couplings, Oil Cups for Locomotive Engines, Steam Whistles, and the numerous articles entering into this line, all which are of the best quality. Among their work may be found Force Pumps for garden purposes, some of the larger of which are well adapted for extinguishing accidental fire in its earlier stage about dwellings or workshops.

One of their specialties is the manufacture of Sleigh Bells, they being alone, we believe, in this line, of which they turn out a large quantity and in a great variety of styles, and the city streets and drives in winter are enlivened with the merry jingle of their productions.

The first floor of their establishment is occupied by their salesroom and office. The second floor is devoted to storage, and the bronzing and lacquering room. On the third floor are the work-rooms, containing six lathes and other small machinery, and on the upper floor is placed the furnace, which is set in a hydraulic pan.

Besides the lines of special manufacture, miscellaneous castings are made and finished up to order. About ten hands are usually employed in the establishment.

#### M. S. BROWN & CO—JEWELLERS AND SILVERSMITHS.

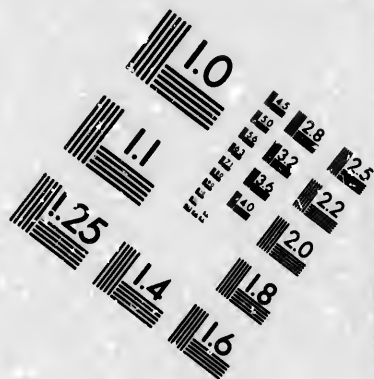
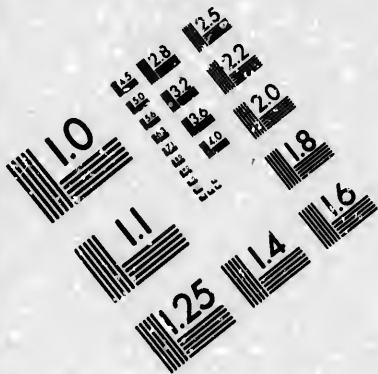
THIS firm has the honor of being the oldest in its line in the city, having originated with Mr. Michael S. Brown in 1840. He had served an apprenticeship with Peter Nördbeck, who at the time was in the front rank in the trade and well up in the routine of it, as it was then carried on. Mr. Brown started in a very humble way suited to the circumstances of the times, next door to his old employer. He dealt to a very considerable extent in London fancy goods, and worked at his bench at the window, and also attended to his customers.

About 1849 Mr. Brown moved to better premises, adjoining the present stand, and in 1855 occupied an enlarged new building on the same site. In 1867 he moved into the premises now occupied, 128 Granville Street. In 1871 he admitted to partnership his nephew, Mr. Thomas Brown, who had been with him for twenty years; and the next year, in consequence of ill-health, he retired, leaving the business to the present incumbent, who has since conducted it under the previous style of M. S. Brown & Co.

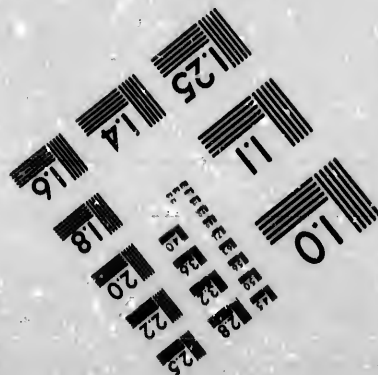
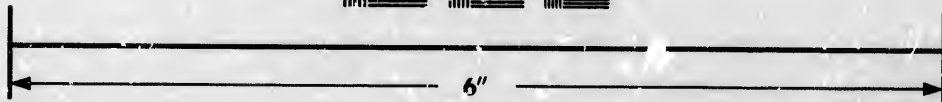
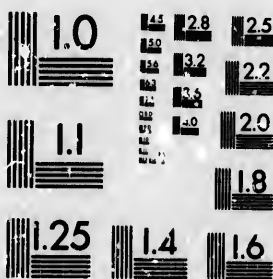
The progressive advance of the business is a fair index of the growth of the city. For the first fifteen years or so, the stock was of a mixed character and with a moderate assortment of Jewellery and Silver ware, extended largely into fancy articles and toys; but about 1856 Mr. Brown commenced making visits to England for goods, and from that time his stock improved in character. Gradually the lighter and cheaper lines were dropped off until the establishment now occupies a most prominent position in its line.







**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14590  
(716) 872-4503

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The business is strictly legitimate and confined to first-class goods in English, Swiss and American Watches, Sterling Silver and Silver Plated Ware, Gold Jewellery, Diamonds, etc., representing in every department the best manufacturers and leading markets of Europe and America. The shop which is the largest of its kind in the city, is finely fitted up for the reception and display of the full and elegant stock of Silver Ware and Neck Jewellery, in which the purity of material is supplemented by the finest workmanship. The Silversmith business is still one of the leading specialties of this house, in which it holds almost a monopoly of the trade.

The house owes its large and growing success to its determination to deal only in first-class goods of sterling character, and by honorable dealing and truthful representation of the quality of these goods,—to deserve the confidence of its patrons. In a trade where so few necessarily are judges of the character and value of its goods, there is too often a great temptation to take advantage of the unskilled, but the reputation of this house is so well established that it is but a common remark that one will be sure to find its goods just as represented.

#### J. CORNELIUS—JEWELLERY.

For the thorough and complete qualification of himself in the delicate and beautiful art of the Jeweller, Mr. Cornelius has had the advantages which the best workshops of Europe afford. He learned the trade of manufacturing Jeweller in Germany, and prosecuted it for four years in Berlin, two years in Paris, and two years in London.

Coming to America, he was employed for sometime at the celebrated establishment at Tiffany, in New York, the finest and most extensive of its kind on this continent, and subsequently served in one of the best Boston houses. He came to Halifax in 1855 and established himself in the business. In 1871 he purchased the eligible premises which he now occupies, 99 Granville Street.

A number of first-class artisans are constantly employed by Mr. Cornelius in the manufacture of gold,—almost wholly the product of the Nova Scotia mines,—into Rings, Chains, Brooches, Necklaces and other fine Jewellery, which he executes to order. He keeps a choice stock of precious gems ready for setting, and in this line his art admirably asserts itself. All kinds of silver ware are also made to order, and considerable attention is paid to fine Hair work.

At the Exhibition held in this city in 1862, preparatory to the London International Exhibition, Mr. Cornelius received a Diploma and First Prize for "best assortment of Jewellery manufactured and exhibited by him;" and at the Provincial Agricultural and Industrial Exhibition, in 1868, he received a Diploma and Prize for a collection of Jewellery "of pronounced Excellence and Workmanship."

He keeps in stock a large and superior assortment of Jewellery from the best English and American manufacturers, as well as of his own make.

and in solid and plated Silver Ware, he represents the superior makes of England and the States, which, while they brilliantly set off his display cases, afford a splendid demonstration of the perfection to which the workers in the precious metals have carried their art.

Real Whisky Jet is fully represented in an extensive line of the most admirable finish; and in Parian Marble Ware, in Busts, Vases, Statuettes and Groups, embracing copies of the works of the great masters of sculpture, and representing celebrated subjects, a choice collection of the best material and workmanship of Continental Europe may be here seen.

His stock is also well supplied with a good assortment of English, Swiss, and American Watches and French Mantel Clocks; of exquisite design and finish, together with the more common time-keepers, so that he is able to answer every demand in this line.

Gold Pens and Pencils of the most popular makes, Filagree Silver work, and a miscellaneous list of small and elegant wares complete his catalogue. Particular attention is also paid to Watch Repairing and Jobbing, in which he has a large business, performed by skilful workmen. Mr. Cornelius's establishment is first-class and has a high reputation and large and excellent patronage.

#### THE LOBSTER BUSINESS—F. H. BAKER.

THIS business, so favorably known in the United States, where some of the largest and most wealthy houses are engaged in it, has been but little prosecuted on the Nova Scotia coast until within the past few years, when it began to assume the proportions of an important and established industry, of which now F. H. Baker stands as the recognized head.

Like most manufacturing enterprises this has suffered severely during the past two years from the general depression in trade, but more especially from glutted markets, consequent upon the mad rush into the business by men often with small capital and still less experience. In 1874 there were, running on this coast, 56 factories for preserving lobsters in cans, but of these only 26 have survived the panic, and of those that are left eleven are held by Mr. Baker, so that nearly half of this important business is entirely in his hands; and his past success affords the people who depend upon lobster fishing as a means of livelihood the best guarantee that it will be continued for years to come.

Mr. Baker employs many hundreds of hands in his factories, among whom are a large number of women and children, who otherwise, on the coast remote from the great centres of civilization, and where there are no agricultural resources, would be out of employment. In all cases he pays his employes in cash—not goods—and giving no credit and asking none always has his business where he can handle and control it. He has peculiar ideas of business equity, and the rights of his employes. He employs no intemperate people—and instead of importing from abroad skilled

mechanics and foremen for his factories, as is the custom with most other packers—he educates the fishing population up to the positions he requires them to fill, so that he employs none but native labor. As Mr. Baker is an American this policy is appreciated by his employées, who regard him with respect, and repose in him the fullest confidence.

The value of this industry can scarcely be over-estimated to a Province like Nova Scotia, from whose shores so many emigrate for want of just the employment this business supplies. To the country itself this utilizing of lobsters, which but so recently were useless from the little demand for them—and considered a nuisance by the fishermen in whose trawls and nets they became entangled, and which they often destroyed—is of immense benefit, circulating in remote districts the bills of the Halifax banks, and bringing into the country from abroad foreign gold.

Mr. Baker is also publisher and editor of a literary newspaper known as the *Mayflower*, which has a large city circulation, equal to any other paper in Halifax, and is steadily increasing in popularity.

#### BROCKLY & CO.—PIANO FORTE, ETC.

THE name of Brockly has music in it, and is thoroughly identified with Piano Forte manufacture for three generations. The father of Thomas Brockly, the senior member of this firm, walked from his native Scotland to London, and served in the business with Messrs Broadwood, his fellow-countrymen, who, with a German, were among the earliest London Piano Forte manufacturers, and became a member of their firm. Thomas learned the trade with them, and after his father's death was foreman for about thirty years of the house of Broadwood & Stodart, whose establishment employed about two hundred workmen. His sons and his three brothers and their sons were also brought up in the business.

Thomas Brockly came to Halifax in 1856 to engage with Mr. J. B. Phillips, the pioneer of Piano manufacture in Nova Scotia. The latter, on account of domestic affliction failed in his part of the arrangement, but, at his suggestion, Mr. Alfred W. Brockly, came out from London in 1857, and shortly after joined his father, Thomas Brockly, together with Mr. John Misener. They set up a very small establishment at the Corner of Duke and Barrington Streets. Mr. Misener left in 1863 to join his brother in the Cabinet business, and in 1867 Mr. George Anderson, who had been in the employ of the firm almost from the beginning, was admitted a partner, making the present firm.

Ther business increasing, they in 1872 purchased and moved into the present store, 107 Granville Street, which was previously occupied as a wholesale and retail dry goods store, and one of the most artistically finished shops in the city. The first two flats are occupied by their sales rooms, and the upper stories by their factory, in which the senior member, now in his seventy-sixth year, has his corner, and with old time fidelity and punctuality pursues the routine of his trade.

They manufacture Pianos of all styles, ranging in price from \$200 to \$1000, consisting of Cottage or upright Pianos, which on account of their compactness and other advantages are becoming the prevailing style everywhere,—and also square and grand Pianos. The square and grands have all the accessories used in Chickering's and Steinway's, and the cottage instruments embrace the straight scale with English action—the Overstrung or Trichord and the Patent Check Action. All the work except the keys and the action is done on the premises. While much lower in price, it is universally admitted that in musical quality and finish, their instruments are not surpassed by any foreign manufacture. The best materials are used in their construction and they are peculiarly adapted by their strength and the quality of materials, for transportation and use in any climate. The workmen employed have nearly all been brought up to the trade in the old country.

Mr. Brockly's firm in London took the prize of fifty guineas at the first great London Exhibition in 1851. The present firm, at the London International Exhibition of 1862, obtained Honorable Mention and £25 for a Cottage Piano exhibited there, made of the native woods of Nova Scotia. At the Provincial Agricultural and Industrial Exhibition of 1868, they received a Diploma and Gold Medal for their manufacture. They will also be represented at the Philadelphia Centennial by a superb Instrument, which will do honor to them and to the Province. Their instruments are used with the highest satisfaction in Halifax and the Province, and they have found their way to far off Manitoba, the United States, the West Indies and even to England.

Repairing and tuning of Pianos is largely attended to, and they deal in English and American Pianos, Cabinet Organs, being agents for George Woods & Co., and in Music and Musical Merchandise and Musical instruments generally.

#### WILLIAMS & LEVERMAN—PIANO FORTE MANUFACTORY.

WILLIAM WILLIAMS and HENRY A. LEVERMAN started in business in 1859, in Upper Water Street, in the wood turning, jig sawing, fret and ornamental work. In 1871, these premises being burnt they moved their works to the present location on Carleton Street.

Having secured the services of Mr. William Leverman, they turned their attention to the manufacture of Pianos, and enlarged their factory. William Leverman commenced Piano work with H. & J. Phillips. The senior member came from Hamburg with pianos to sell, and shortly went into their manufacture, being the first to produce a piano in the Province, Sir John Harvey, the Governor of the Province, honoring the enterprise by purchasing the first instrument.

This was about thirty years ago, and with this firm and their successors, Mr. Leverman worked at the trade until he went into the employ of

Messrs. Williams & Leverman as above stated. He is an intelligent and thorough artisan, perfectly familiar with and capable of making, every portion of the instrument; and to his knowledge and skill the success of the piano manufacture of this firm is chiefly attributable.

Their works consist of two large frame buildings, the one in the rear containing the various machinery, of lathes, jig saws, circular saws, winding machine for covering wires, and other small machinery, operated by an eight horse-power steam engine. The first building is occupied with the manufacture and polishing of the cases and setting up of the instruments, every part of which is home manufacture except the keys and a portion of the action, which is a special line of work, usually supplied to all piano manufacturers. Over twenty workmen are usually employed, embracing the most experienced and skilful in their several lines.

Their Piano is the upright, or cottage style, which is now the prevailing manufacture with the best makers of England and the United States, and with the English Patent Check Action. In the essential qualities of resonant and liquid tones, together with strength and durability, and beauty of finish, the Pianos of this firm will not suffer by comparison with any imported instrument. The principal portions of the wood work are of native woods, which are superior for the purpose and better adapted to this climate than foreign woods.

In the short time this factory has been in operation, nearly two hundred instruments have been made and sold. They are in the parlors of Halifax and have made their way into every county of the Province, and have been ordered from abroad. They have received the unanimous approbation of all purchasers, and the manufacturers confidently and with a just pride guarantee entire satisfaction as to every detail of their work. With such perfection in home production there is no need of looking abroad for a first-class piano.

This firm also manufactures to order Furniture of the finest quality and in Turning and Sawing are ready to fill orders from house and stair builders.

Their salesroom is at the corner of Prince and Granville Streets, where they have also American Cabinet Organs on sale, together with other musical merchandise.

#### JAMES DEMPSTER-PLANING MILL AND SASH FACTORY.

At the north end, corner of King and North George Streets, is located the extensive factory of Mr. James Dempster. Mr. D., formerly a house builder, built this establishment in 1871. The main building is 100 x 30 feet, and three stories in height. A large Planer and a small Planer, with other appropriate machinery, and storage for dressed lumber, occupy the first floor.

The second floor is devoted to the various machinery employed in the manufacture of the numerous specialities which enter into house finish, and



which embrace a large Daniel's Planer for dressing lumber, Circular Saw, two Jig Saws, Mortising Machine, Tenoning Machine, Moulding Machine, Lathe, and several machines of the most approved make, used in the manufacture of Venetian Blinds, which are remarkable for the perfection and rapidity of their work. The arrangement of the machinery of this floor secures the greatest economy of time in the passage of the various parts of articles in process of manufacture from one machine to the other.

The putting up and finishing department is on the third floor, together with the manufacture of Trunk woods. It supplies Mr. Robert Taylor's Trunk Factory, which annually requires a very large amount of lumber.

Adjoining is a brick building, 75 x 25 feet, the front portion, of one-story, used for the motive power, consisting of a 45 horse-power steam engine, and the rear, of three stories; the first of which is a steam-heated drying room, where all the lumber for manufacture is thoroughly prepared. The second floor is occupied for the manufacture of Tobacco packing boxes, and the third floor for the finishing up of Venetian Shutters, gluing, etc.

The establishment has constantly on hand a full stock of prepared Flooring and Lining, Doors, Sashes, Frames, and Architraves, with a complete assortment of Mouldings, Venetian outside and inside Shutters, Marble Pattern Mantels, and the latest styles and patterns of house and church finish are furnished to order.

The manufactory is under the superintendence of Mr. William Hillman, whose efficient organization pervades the establishment, and with the employment of skilled workmen, gives entire satisfaction to house-builders and all others requiring its work. About thirty-three hands are employed on the average.

The grounds about the manufactory afford abundant room for the piling of lumber, which embraces the best qualities found in the forests of Nova Scotia and New Brunswick. A constantly increasing patronage rewards the enterprise of the proprietor.

#### DARTMOUTH ROPE-WORKS.

The Rope Works at Dartmouth, established in 1868 by Wm. Stairs, Son & Morrow, is the most extensive and complete in the Dominion of Canada. It is under the management of Mr. John F. Stairs, a member of the above mentioned Firm, and it is not too much to say that the boldness of the enterprise is fully equalled by the consummate skill exhibited in the organization and daily working of the whole establishment.

The Works form quite a village, and occupy a fine airy position about a mile north of the Dartmouth Ferry. The principal building is a four-story brick structure 110x50 feet. When every one is at his post and the machinery all in operation the scene presented to the mind, through eye and ear, is the very ideal of activity. The fourth story contains six Drawing-

out Machines; the third story forty Spinning Machines, and three Marline Machines with a capacity of three tons per diem; and in the second story are thirteen Rope Machines for making from six thread up to twenty-four thread cordage.

The Rope Walk stands in the rear of this brick building. It is built of wood, is 1,200 feet in length, and for the most part two stories high. It turns out rope of all sorts and sizes up to the huge 12 or 14 inch hawser. Adjoining are extensive buildings in which tarring and other preliminary processes are attended to.

The Oakum Factory occupies a substantial two-story brick building, 65x40 feet. On the upper floor the new stock Oakum is prepared by a Picking Machine, and five Carding Machines. From these machines the Oakum rolls out ready for the caulker's use. On the first floor are a Clipper, a Washer, and three Pickers, capable of transforming two tons daily of Junk Oakum into the marketable article. Great quantities of old Junk, obtained from England and elsewhere, are thus worked into shape and fitted for the world's market.

To supply the demand for Oakum a considerable quantity is imported from Russia. Hand-picked Oakum from the military prison at Melville Island, and from other quarters, is also utilized here.

The boiler and engine occupy a two story brick building. The engine as well as most of the machinery of the establishment, is from Todd and Rafferty, Patterson, New Jersey, and is of 100 horse power. Two boilers having been found insufficient, they were supplemented by a large upright tubular boiler; and a Corliss Engine of 200 horse power is to replace the one at present in use, to meet the increasing requirements of the Works.

A two story shop is devoted solely to repairing and fitting the machinery of the various departments of the establishment. There is also a wooden store house, 90x40 feet, where Russian Hemp, Russian Oakum and Manilla are kept in stock. Still another large wooden building is used for storing the Oakum ready for market.

The Managers take a deep personal interest in their employes, and do not belong to the class that are satisfied if they get the largest amount of work for the least possible wages. They have erected a number of comfortable cottages on the grounds, which are let to the operatives at a very moderate rent. The occupants of these cottages are furnished with coal from the stock of the establishment at the lowest prices. A building on the grounds serves as a school house on week days, and on Sundays as a church. Thus the moral and religious as well as the physical requirements of the workmen are attended to. About 120 hands are usually employed in the works. This enterprise, taken all in all, in the extent of buildings and machinery, completeness of organization, quantity and quality of production, stands in the front rank of the manufacturing establishments of the Dominion,—which it will worthily represent by its contribution to the Centennial Exposition at Philadelphia.

## STARR MANUFACTURING COMPANY.

THIS enterprise which by reason of the magnitude of its works and the extent of its manufactures occupies a most conspicuous place among the industries of Halifax, owes its origin to Mr. John Starr, Hardware Merchant, who, with John Forbes, a practical and inventive machinist, as Superintendent, in 1864, commenced operations in a small building, occupying the central portion of the present works at Dartmouth, with a water power leased from "the Lake and River Navigation Company."

The machinery consisted of six nail machines, shears, an engine lathe, and some tools for skate making, the business being started for the manufacture of a patent skate invented by Mr. Forbes, and of cut nails from imported sheet iron. It was found necessary to enlarge the works and employ more capital year by year till 1868, when the demand for skates so increased that Mr. Starr put the concern into a joint stock company which was then incorporated and organized with a capital of \$60,000 and increased to \$200,000 in 1874. Mr. Starr retained a large portion of the stock and the principal director as President of the Company till 1873. Mr. Forbes remained the practical manager of the works and continues still in the same position.

The growth of the enterprise requiring important enlargement of the works, extensive buildings were added to the original plant, and fully equipped with all the requisite machinery, the whole length of the premises being about 300 feet. The principal building, 120 feet long and three stories high, exclusively occupied for Skate work. The equipment and organization of this department are most effectively adapted to rapid and perfect manufacture. All the parts pass through their respective machines, many of which were made at the works, the higher grades passing through the nickel and silver electro plating room, before they are put together and packed for the market.

The Skate is known as the Forbes Patent, or "Acme" Skate, which having undergone several improvements at the inventor's hands, is rapidly taking precedence of all other Skates in the market. Such is its simplicity of mechanism, that by a single motion of a lever it is finally attached to the sole of the boot. Its strength of material and beauty of style and finish are also great attractions. The demand is rapidly increasing year by year and orders flow in from the Dominion, the United States, England, the north of Europe; and a recent call for them has come from Siberia! The works have a capacity of a hundred thousand pairs annually. A display case, filled with specimens, some elaborately finished in nickel, silver and gold plating, will attract deserved attention at the Philadelphia Centennial.

The works were previously established for Skate manufacture, but they have been extended to coarser hardware, such as ship and railroad spikes, bolts and nuts, scabbard joints for rails, and the construction of coal and

mineral cars, railway tracks and iron roofing, to which one large building is devoted and for which it is equipped with heavy machinery.

The steel scabbard, or clip rail joint, is a leading article, and is acknowledged the best yet produced for making a strong continuous rail. It has been severely and successfully tested, and is used largely upon the Intercolonial and Canada Railways. This joint was formerly made in England by a slow forging process, but is produced at these works by a single machine designed by Mr. Forbes.

Besides the fine water-power there are two auxiliary steam-engines, aggregating 120 horse-power, to be used as occasion may require. About one hundred hands are usually employed.

The Board of Directors are—Thos. A. Ritchie, President; Wm. J. Stairs, Vice-Pres.; Allison Smith, Francis Parkor, George R. Anderson, G. A. L. Crichton and J. C. Mackintosh; John T. Wyldo, Secretary, with Office No. 72 Bedford Row, Halifax.

### THE STEEL COMPANY OF CANADA (LIMITED.)

The Dominion of Canada imported last year pig iron to the value of \$1,229,989, and railway bars, &c., to the value of \$5,289,454. All this money's worth is imported from the other side of the Atlantic, although in the "bowels of the land" there is abundance of coal and of iron ore. Capital, and intelligence and a healthy spirit of enterprise will surely ere long change all this. We see a sign and promise of a better industrial day in the grand scale on which the STEEL COMPANY OF CANADA are working at Londonderry. They operate among iron ores of rare quality and practically inexhaustible. Hitherto their operations are mainly of a preparatory character. They are driving adits and levels to open deposits; they are accumulating stocks of ore on the surface, "and erecting blast furnaces, stoves, engine houses and dwellings, and building tramways and branch railways to convey the ore from the mines to the works."

From the last Mines Report we learn that the charcoal blast furnace belonging to this Company was kept in operation, and produced in the season some 1909 tons of pig iron. The way in which one industry is sure to help another is illustrated by the fact that it is estimated that 100,000 tons of Albion Mines coal will be required here in the form of coke so soon as the works are in full operation. In 1874 the blast furnace produced 1462 tons of metal from 3097 tons of ore.

The house for the two blowing engines has been completed, and the two blast furnaces have nearly reached the same position. These furnaces have a height of 63 feet and a diameter of 19 feet at the boches and 5 feet at the hearth. They are expected to produce from 600 to 700 tons of metal per week.

All the furnaces and all the processes are of the most approved and modern character. It would be difficult to give an adequate idea of the

extensive apparatus required to produce the results at which the Company aim.

The capital of the Company is £500,000 sterling. The property consists of 55 square miles of freehold lands together with the mines, buildings, &c. Extensive deposits of ore have been proved to exist over a very wide area. The thickness of the ore deposits is found to be in some places 30, 40, and even 120 feet. It is expected to find a market for the products of these works, first in the Maritime Provinces, and then in the Upper Provinces, and abroad. No doubt rolling mills and foundries will speedily spring up to operate on the products of the "Canada Steel Company's" works.

The Mining department has been vigorously pushed on under the charge of Messrs. Bryant,—an average of 300 miners being employed. 200 of these are Cornishmen, and 120 were specially imported by the Company. Twenty-one adits are being driven at the principal points along the line of the deposits. The quantity of ore already "sighted" is estimated at over 300,000 tons.

To carry the ore from the west mines at Martin's Brook to the furnaces at Londonderry, a tramway of three feet gauge, 2½ miles long, has been built and laid with steel rails; and a branch line 5 miles long, ordinary gauge, connects the east mines at the base of Folly Mountain with the Intercolonial Railway at Debert Station and so with the works at Londonderry. The Canada Steel Company bids fair to be one of the great developing corporations of the country. It deserves every encouragement that Governments, locals or general, can extend to it.

Their Agents in Halifax are F. D. Corbett & Co.

#### THE MAPFLOWER TOBACCO WORKS.

THE extensive Tobacco works located at 111 Cornwallis Street, are owned and operated by Smith & MacLachlan—the firm being composed of A. & W. Smith, wholesale merchants in Buckingham Street, who have the sale of the product of the Factory, and John MacLachlan, the practical manager of the works.

Mr. MacLachlan is a Scotchman, who came to this side the sea when 20 years old. In 1849 he went to Petersburg, Virginia, to study out the tobacco business in all its details, in the service of David Dunlop, a countryman of his and a manufacturer of considerable note.

His first enterprise was the establishment of a small factory at Miramichi, whence he shortly removed to Prince Edward Island. In 1860 he came to Halifax, and with Messrs. Maclean & Campbell as partners, set up the business on a comparatively small scale at the present location. The success of the enterprise has from time to time been indicated in the extension of the works in buildings and machinery. On an average one hundred and thirty operatives are employed, and some years the product has reached 500,000 lbs.

The establishment has the valuable experience of Mr. Thomas Grant, as foreman, who has seen twenty-three years service in the Petersburg factories. Steam power is laid under heavy contribution in the operations of the establishment; and all the machinery is of the most approved character and quality.

The leading manufacture is Twist, Twelves and Navy Sixes, both Bright and Black, and the Mayflower and Plant Brands. This establishment was first in the Lower Provinces to undertake the manufacture of flat obacco to rival the American article, although some Twist had for several years been made by other parties.

A sample package of the manufacture of this establishment, took the Gold Medal at the London International Exhibition in 1862; and several years after another sample sent by another party without the knowledge of the manufacturers, was equally fortunate at the Dublin Exhibition. Its production has a wide and increasing market in and beyond the Maritime Provinces. Wherever it has been fairly tried it has kept its hold. It seems to meet the taste of the patrons of the "weed" as successfully as could be desired.

#### THE NOVA SCOTIA TOBACCO WORKS.

THE Nova Scotia Tobacco Works, situated in Maitland Street, a few rods north of the Garrison Chapel, were established about twenty-five years ago, by Mr. Stuart Tremain. Mr. T. conducted the enterprise by himself and on his own account, with varied success for nearly twenty years. About five years ago the works, after drifting for a time, were taken up by Mr. William Kandick and Mr. John Archibald, the latter assuming charge of the factory. Mr. Archibald had had some years experience elsewhere in the business; but he found it impossible at first, on account of the kind of help at hand, to check the downward tendency of the patronage of the works, and for a year or two, neither the products nor the proceeds of the factory were very satisfactory; but the steady hand of the present management,—an example of what management will do,—finally succeeded in turning the business into remunerative shape, so that now, under the eye of Mr. Archibald, assisted as foreman by Mr. R. J. Landrum, of Louisville, who learned his trade in "old Kentucky," the works show abundant signs of a well organized and lucrative business.

The factory building, externally bears the mark of time; but internally it is most conveniently arranged, and is furnished with all the necessary machinery and appliances for an extensive business. It occupies an area of 75 x 65 feet, and has three working floors, including the basement. The lower floor is occupied with the engine, hydraulic pumps, pots, shapés, and all the material required for the shaping and compressing of the tobacco into plugs and then into boxes. The second flat presents a scene of merry faces and quick fingers, where about a hundred Nova Scotia girls are stemming the leaf and wrapping the "figs;" while on the third or upper flat, is

set out a very elaborate and excellent arrangement for curing, drying, flavoring and preparing the leaf for the processes through which it passes below.

A fifteen horse-power engine and a thirty horse-power boiler supply the steam and motive power. The works employ a hundred and seventy-five hands at busy times, and average a hundred and twenty-five. They make about a half dozen different styles—called twist, 12's, navy 4's, 5's and 8's, and various styles of "mahogany" and bright tobaccos. Their specialties, the Dufferin for No. 1, and the Champion for No. 2, considering the short time they have tempted the market have made rapid strides toward a reputation. Their market embraces not only Nova Scotia, but New Brunswick, P. E. Island, and Newfoundland. Mr. Landrum, the manager, brings fifteen years experience to the work, having for ten years had charge of some of the largest establishments of the kind in his own country. The raw material used is purchased for them at the planters' sales, directly from first hands, in the best markets of the United States; and in the words of Mr. Archibald—"with our facilities for buying and manufacturing, we can produce our brands in quantity, quality and in price, to make us quite independent of competition." Their down town office is Wm. Kandick's, Seaton's wharf, Upper Water Street. Mr. Kandick is a Merchant of high standing and excellent reputation in business circles.

#### ROBERT TAYLOR'S TRUNK FACTORY.

MR. TAYLOR's active enterprise, established (in 1871) a Trunk Factory, at 269 Lockman Street Extension. It is charge of Manager Jerry Foley, who had a long experience in that line of work in Boston. From time to time he revisits the factories abroad to keep up with the progress of the trade. All the different styles of trunks are here produced—from the simplest box, covered with leather-paper, to the elaborate travelling trunk in which fashion may bestow its various wardrobe and paraphernalia in appropriate and secure compartments.

Competent workmen are employed and from the trunk woods furnished by other factories, as strong and durable articles are made as can be found in any market.

Valises and Travelling Bags of various styles, adapted to the Provincial trade, are also among the products of this establishment, and will bear comparison with similar goods of foreign manufacture.

Mr. Taylor finds an unfailing market for the cheaper grades of trunks with his boot and shoe customers—trunks being largely used for packing the products of his Shoe Factory, and thus effecting a considerable saving between seller and buyer, by dispensing with the old style shoe box.

## MINERALS AND MINES.

HALIFAX is the centre of very extensive and important mining interests,—for the Province of which it is the head city is rich in underground wealth, almost beyond comparison. The plain unvarnished truth regarding these, sounds like hyperbole. The coal basins of Cape Breton, Pictou, and Cumberland are among the richest in the world. But besides coal there is gold, there is iron ore, there are many other minerals more or less valuable. The three chief mineral productions of Nova Scotia, so far, are coal, gold, and iron.

### COAL.

Long before the "Britons came over" to found Halifax on Chebucto Bay, the French had discovered that Cape Breton was well stored with easily accessible bituminous coal. Mr. R. Brown, in his admirable "History of the Coal Fields and Coal Trade of Cape Breton," says that the first attempt at anything like regular mining, was made at Cow Bay in 1720, to supply fuel for the hosts who were engaged in building the great fortress of Louisburg. The New England colonists, keen, crafty, enterprising then as their posterity are now, discovered these valuable coal seams, and carried off many a shipload to Boston and other promising markets, regardless of proclamations, treaties, and red tape. For years after the final conquest of Cape Breton, 3000 tons were raised annually for the garrisons at Louisburg and Halifax. This cost the Government four shillings a ton, exclusive of implements and stores. General Howe, Sir Samuel Fluyders, and others applied in 1764 for mining leases in Cape Breton, offering to pay very heavy royalties; but the British Government continued its prohibitive policy. In spite of imperial orders a company, in 1768, raised at Sydney 2,279 chaldrons, the larger portion of which they sold in Halifax. Large quantities of coal fell from the face of cliffs exposed to the sea; but people were forbidden to utilize even this material,—though it was quite impossible to guard the whole coast, and prevent enterprising traders from helping themselves to what was so temptingly available. In the spring of 1770 a detachment of soldiers was sent to Cow Bay, who seized 500 chaldrons of coal dug by trespassers during the preceding winter. The coal was sent to Halifax for the use of the troops. During the Revolutionary War coal was dug by soldiers, and sent to Halifax under convoy of ships-of-war.



In the words of Brown, "After the island had been twenty-two years in the undisturbed possession of Great Britain, and surrounded by colonies requiring large supplies of fuel, the quantity raised in any single year, as far as we can learn, never exceeded 3000 chaldrons."

When Cape Breton was erected into a separate colony, under Governor Desbarres, a somewhat better system was pursued. Desbarres did all he could to promote the settlement of the island and the development of coal mining. The Government was still jealous of private enterprise. Not till 1788 were the Sydney Mines leased to a private individual,—the favored one being Thomas Moxley. Coal was at that time sold for 1s. 6d. per ton. Prior to 1792 the Governor of Cape Breton was entitled to 3s. 6d. of the price of each ton for his own use. Moxley's lease was succeeded by Tremain & Stout's. In 1800 the Government resumed the working of the mines, the Attorney General being manager! The works proved expensive and unprofitable, and the revenue of the colony was extremely limited. In 1820 Cape Breton was annexed to Nova Scotia. It appears that the sales for several years had been about 8,000 tons, and the revenue from royalty £1,400. In 1822 the royalty was raised to 4s. 2d. per ton, but the selling price was set down at 13s. 2d. per ton.

The year 1825 marks an era in the mining history of Nova Scotia, George IV. granted to his brother, the Duke of York, a lease of all the ungranted mines and minerals in Nova Scotia for sixty years. The Duke transferred the lease to the "General Mining Association," then formed. The Association expected immense wealth in copper, but copper was sought in vain, and their Engineer directed their attention to the deposits of coal which abounded. The Sydney Mines came into the Association's possession in 1827, and in 1828 they purchased the Albion Mines, Pictou. The General Mining Association paid a royalty of £3000 sterling for the first 20,000 chaldrons sold every year, and 1s. 7d. stg. for every additional chaldron. One fourth of the net profits were paid to the Duke of York's representatives. This arrangement continued with but little variation till 1858, when the Association gave up their claims to all mines and minerals excepting coal within certain definite areas.

Under the new arrangement the Albion Mines in Pictou County, and the Sydney Mines were operated with energy and success. Previous to the discovery of vast coal beds in Pennsylvania, large quantities of coal were sold in the United States. The soft coal has not been able to hold its own against anthracite. "Notwithstanding a reduction of four shillings per ton in the duty in 1847 and its total abolition in 1857 under the provisions of the Reciprocity Treaty, the exports to the United States continued to decline, the average sales

during that period having reached only 15,400 tons per annum." Even this average would not have been reached only for the introduction of Lingan coal for gas works. The domestic market however developed for 10,000 tons in 1833 to 98,300 in 1857.

Space will not permit us to give a detailed account of the long twenty years' struggle between the Legislature and the Mining Association,—a struggle amicably settled in 1857 on the following terms: The Government of Nova Scotia in consideration of obtaining the Association's surrender of all mines and minerals in the Province, except the coal mines already operated and certain ample areas in their vicinity, agreed to abolish the fixed rent of £3000, and the royalty on small coal, and to reduce the royalty on large coal  $4\frac{1}{2}$ d a ton up to 250,000 tons, and  $3\frac{1}{2}$ d. per ton on all over that amount,—to guarantee exemption from export duty on coal shipped to foreign countries, and to confirm possession of all mines opened up to 1882.

The monopoly of the General Mining Association being thus happily ended, there was much speculation in mining licenses, leases, areas, &c.

The General Mining Association is still far in advance of any competitor. It leases areas covering 31,000 acres and owns 13,358 acres. These contain coal estimated at 601,000,000 tons. The entire carboniferous area of the Maritime Provinces is very great,—being estimated as high as 18,000 square miles. Over 2000 square miles are known to cover workable seams and beds of coal. The Albion Mines are remarkable for the enormous thickness of the main seam,—THIRTY FEET SIX INCHES! The Cumberland Coal Mines are of very great value and are being developed with vigour and success.

There are in all thirty collieries operated in Cumberland and Pictou Counties, and the Island of Cape Breton. These represent a capital of twelve million dollars. Much of this capital is for the present unfortunately non-productive. The total sales for 1875 amounted to 706,795 tons,—a decline of 42,000 on the previous year, and a decline of 174,000 as compared with the sales of 1873. The United States market for Nova Scotia coal is now extremely limited and likely to continue so, at least while the duty of 75 cents per ton remains. The trade with the other Provinces is increasing, and what is needed is a brisk and steady home demand. It is hoped that the home and interprovincial trade will grow as the once lucrative trade with New York and New England declines. The trade with the West Indies also shows a heavy decline,—owing mainly to competition with English coal.

"Home Manufactures," we need hardly say, would do more for the coal trade than any other stimulus that can be provided. We may note, for example, that it is estimated that the Steel Company at Londonderry alone is likely to require 100,000 tons of coal per annum.

### GOLD.

Gold bearing quartz was discovered at Old Tangier, Halifax County, in May 1860, by John G. Pulsiver. Actual mining was not seriously commenced till 1861. The amount raised in 1861 was \$116,800. The total from that year till the close of 1875, aggregates to the handsome sum \$4,829,600,—or very nearly one million pounds sterling. "Of this gross yield (says Heatherington) £973,869½ was derived from vein-stuff, £12,531½ from alluvial washings, and £5,896½ from crushed cement. The largest declared aggregate yield in one year was £109,258 for 1867; the largest annual yield of any separate district £57,617 for Waverley, in 1865; the largest annual yield of any single mine (not including a large amount known to have been stolen) £34,910 from the *Tudor*, at Waverley, in 1865; and the largest bar of gold ever cast was 1200 ozs.—£4800—in June of the same year, from the same mine, then the property of Mr. Leopold Buerker. The largest return in proportion to the workings is £100,000, from the *Wellington* Mine, the greater part of which was obtained from a 13-inch vein, opened 180 feet in length to 570 feet in depth. The largest district yield is £296,000 obtained at Sherbrooke, mostly within an area of 40 acres."

Over 500 men have been employed in the gold mines for the past 14 years, and their average earnings have amounted to nearly \$500 a year. This is better per man than is afforded by the yield in Australia. There is no doubt that Gold Mining judiciously prosecuted in Nova Scotia will pay. It has been discredited, retarded, almost ruined, by speculators and "wild-cat" companies. The worst in this respect is over,—1875 shewing a very decided improvement as compared with 1874. Several gold mining districts are within a few miles of Halifax.

### IRON.

Very rich deposits of iron ore in various forms have been discovered in Cape Breton, Antigonish, Pictou, Annapolis, Colchester and Cumberland. Vigorous efforts are now put forth to develop the ores at Londonderry, at Nictaux, and in two or three districts of Pictou. It is probable that the iron trade of Nova Scotia will shortly become one of its most important industries. In the year ending June 30,

1875, the Dominion of Canada imported pig iron to the value of \$1,229,989, and iron manufactures to the value of \$5,289,454. This indicates the market that is open to iron manufacturers of Nova Scotia.

#### OTHER MINERALS.

Plaster has been largely exported from Hants County and other sections of the Province. Freestone has been quarried mainly in Cumberland and Pictou. Salt springs have been discovered at Spring Hill, at Antigonish, and several other places. Efforts to utilize these springs have hitherto proved unsuccessful. Other minerals, such as fire clay, lead, copper, manganese and barytes have been discovered, and the two latter have been found of some commercial value.

The future manufacturing supremacy of Nova Scotia and the prosperity and greatness of Halifax are assured by the mineral wealth of the country and by the commercial advantages of the capital.

#### ALBION MINES.

THESE Mines are among the richest of the coal deposits of Pictou County—we may well say,—of America. They are situated in the beautiful valley of the East River, close to the thriving town of New Glasgow. Prof. Leslie says that the “beds are very extraordinary deposits. They form an exception to the phenomena of coal in all the British Provincial coal regions. Nothing like them has been discovered in the Provinces. The thickest beds of Cape Breton, East Coast, are never over twelve feet, and usually under nine feet, but here we have one bed—the main seam—thirty feet six inches thick, of which twenty-four feet are good coal.” The enormous quantity of coal here presented can only be estimated properly by those who are used to the vast operations of the grey ash of the anthracite region where the regular thirty feet seam yields at least 20,000,000 tons to the square mile.

“The Halifax Company, Limited,” purchased these mines from the General Mining Association in 1873. There are three pits—the Forster, Cage and Foord pits, the two latter being worked and the last having shafts of nearly nine hundred feet. These two pits can ship about 100,000 tons annually, and, if the demand warranted, they could be made to yield 250,000 tons. The coal is carried by rail some six miles and is shipped at the Loading Ground, in Pictou Harbor, where there are ample facilities for the purpose. The Railway between the pits and the Loading Ground is the first built in British America. It is owned by the Company.

The excellence of the coal is well established,—none in the Province being equal to it for iron smelting purposes, owing to its comparative freedom from sulphur. It has been largely used in New England and Man-

treat for this purpose. The small or slack is employed in the Provinces for blacksmith purposes.

This coal has been also extensively used for gas making purposes, and previous to the abrogation of the Reciprocity Treaty was widely used in New England cities,—one gas company consuming 40,000 tons. It is still used to a considerable extent in New England for this purpose notwithstanding the heavy duty upon it; and it is largely used in the Halifax gas works. It is well adapted for generating steam and for all domestic heating purposes. These mines being situated near the line of the Intercolonial Railway, the coal can be laid down in Halifax in winter, so that a supply cannot be cut off by closed navigation,—an advantage highly prized during several "hard" spring seasons.

The analysis of this coal made at the Laboratory of King's College, Windsor, gives for the

<i>Foord Pit.</i>		<i>Cage Pit.</i>	
Moisture.....	1.48	Moisture.....	2.54
Volatile Combustible Matter.	24.28	Volatile Combustible Matter.	20.48
Fixed Carbon.....	66.50	Fixed Carbon.....	68.50
Ash.....	7.74	Ash.....	8.50
	<hr/>		<hr/>
	100.00		100.00

Mr. Geo. Buist of the Halifax Gas Works, reports its product as 7,800 feet of gas per ton of 2,240 pounds, with illuminating power of sixteen candles, and coke of very good quality. The reputation of these mines has been abundantly established, and in resources and equipment they stand in the foremost rank. Messrs. S. Cunard & Co., Halifax, are Agents for the Halifax Company.

#### OLD SYDNEY AND LINGAN MINES.

THESE mines, situated in Cape Breton, are operated by the General Mining Association, Limited, of London, of which Messrs. Cunard and Morrow, of Halifax, are Agents. Sydney has been the scene of mining operations for over a century, and the establishment there now is one of the largest of the kind in the Dominion. There are several seams, only one of which, six feet thick, is at present worked. It is of such a quality that the superiority of "Sydney coal" for household use has been long established.

As a steam coal it compares favorably with the well known Hartley coal of Newcastle, its composition being very similar as shewn by the following analysis:—

<i>Hartley.</i>		<i>Sydney.</i>	
Volatile Matter.....	36.16	Volatile Matter.....	33.82
Fixed Carbon.....	59.32	Fixed Carbon.....	61.86
Ash.....	4.52	Ash.....	4.32
	<hr/>		<hr/>
	100.00		100.00

A mixture of Newcastle with Welsh coal was found by experiment on H. M. Steamers to effect a saving of 14½ per cent. in consumption of fuel, and 7½ per cent. in effective horse-power of engines, which is an important comparative testimony to the value of the Sydney main seam, as a steam coal. About 100,000 tons of this coal are sold annually, the demand being almost entirely confined to the Provinces. The productive power of these mines is being increased by the sinking of new shafts, which will place the establishment on a footing of marked superiority in this respect. The shipping accommodations are undergoing enlargement and improvement. A new wharf has been carried out into deep water for loading steamers and large vessels, and other arrangements are in progress to facilitate shipment, which will be completed in the course of the present year.

The Lingan Mines are not operated so extensively, but the equipment is adequate to the production of a large quantity, over 60,000 tons having been raised annually. This is all taken from one seam, although there are eight seams on the property, from 2½ feet to 8½ feet thick. The exclusive working of the seam at present opened, is due to the superior quality of the coal for gas making, for which purpose it has had for many years a well established reputation in the United States. It is also an excellent coal for household use, giving off heat freely and burning with a brilliant, cheerful flame, and leaving very little ash.

At Bridgeport, a little distance to the south of the Lingan Mines, the G. M. Association have another fine property, consisting of 1280 acres, underlaid throughout by several seams of coal, the sub-crops of three of which are on the area. One of the seams, eight feet thick and of excellent quality, was partially worked several years ago. It is well situated as to shipment. A railway of a couple of miles in either case, would connect it with Lingan harbor or with the Cape Breton railway to Sydney.

#### SPRING HILL.

The other mining property of the G. M. Association is in Cumberland County, Nova Scotia, consisting of four square miles, underlaid by several seams, two of which are respectively thirteen and eleven feet thick, and having their dip into the area. The eleven feet seam is worked by the Springhill Mining Company, and has obtained considerable reputation for steam and house use.

Railway communication is being provided between this locality and the sea-board by the Springhill and Parsboro' Railway, and on renewed activity in the coal trade this important district must command attention, as its position in relative to the United States, in comparison with other mining districts, gives it an important advantage.

#### ACADIA COAL COMPANY.

The Acadia Coal Company's Mining property is situated about two miles south-westerly of the town of New Glasgow, on the East River, about 8 miles from the seaport of Pictou. The Company was chartered in 1865, with a capital of \$1,000,000. The work of mining has been pushed

with praiseworthy vigour. The Company's property covers an area of 1½ square miles. The seams of coal found in it aggregate 72 feet in thickness, the largest being about 36 feet!

The quality of the Acadia coal is very excellent. It has been tested for a great variety of purposes, and with the most satisfactory results. The chief Engineer of the British man-of-war steamer *Duncan*, testifies: "This coal burns quickly, gives a strong heat, produces very little clinker, the only residue being a fine white ash, amounting to 13 per cent. by weight. The amount of smoke is moderate, which, if the furnace door be slightly opened, almost entirely disappears. It contains 77 per cent. of carbon, which is only 7 per cent. less than the average of 37 different kinds of Welsh coal and 5 per cent. less than Newcastle coal. Being of a particularly hard nature it is not liable to make much *small* or dust, and is therefore well calculated to stand the knocking about incidental to transshipment, without deterioration." At least twenty millions of tons of this quality of coal are to be found in the Company's property. It has been largely used by steamers plying in the Gulf of St. Lawrence and elsewhere, and the testimony of engineers has been uniformly favourable. The same is true regarding the use of this coal on Railways.

The Acadia coal is used for household purposes over a wide extent of country. It is sent to Halifax over the Intercolonial Railway. Most of the product of the mine is sent over the Government Railway to Fisher's Grant and there supplied according to order.

The "Acadia" is admirably equipped with all the best and most approved appliances for securing the safety of life and property in Mines. The works have been remarkably free from accident. The hands are kindly cared for, and adequate provision is made for their wants. For some years, after the completion of Railway communication, this Company took the first place among the Pictou County Companies as a producer and exporter of coal; but the depression of the last two years has told severely on their operations. Last year the quantity sold was 66,000 tons. The "Report of the Department of Mines" (page 35) says: "The large reductions of the sales from this colliery compared with those of late years, are stated to be due to the unwillingness of the owners to sell at rates lower than those which they had fixed as a minimum. Certainly no other reason is discernible, for the workings have never been of late years in so good a condition to do a large business, and the quality of the seam of coal worked is beyond dispute." Again: "The nut from the coal of the Acadia seam is much sought after for house use, and answers admirably in the Dubuque and other soft coal base-burners."

The Agent in Halifax is Thomas Bolton, Bedford Row.

## PUBLISHING AND BOOKSELLING.

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VERY soon after the settlement of the city small pamphlets issued from the press. In 1829 JOSEPH HOWE published Halliburton's ("Sam Slick's") *History of Nova Scotia*, in 2 volumes, 8vo,—the most important enterprise in the publishing line up to that date. Much more recently Mr. JAMES BARNES published a *History of Nova Scotia* by BEAMISH MURDOCH, in three large 8vo volumes. Numerous smaller works have issued from the local press,—the principal publishers for the last forty years being Messrs. A. & W. MACKINLAY,—and their publications being mainly text books for schools. A *History of Nova Scotia*, in 1 vol., by Mr. DUNCAN CAMPBELL, has been published by the author.

Halifax is well supplied with Booksellers and Stationers. Messrs. A. & W. MacKINLAY are the oldest, and they transact the largest volume of business perhaps of any house in the same line in the Maritime Provinces. Their issue of school books alone is an extensive business, requiring large capital. The British American Book and Tract Society deal exclusively in religious Books and Publications, and have a trade of some \$30,000 a year. The Wesleyan Book room is also devoted mainly, though not exclusively, to religious literature. Mr. GOSSIP has been in the trade for many years, and deals in school books and standard literature. Mr. BUCKLEY entered the field more recently and is vigorously developing a trade. Mr. CONNOLLY is but new in the business. Miss KATZMAN's "Provincial Bookstore," Mr. G. E. MORTON's News Agency, Mr. Z. S. HALL in Barrington Street, and Mr. S. HALL in Hollis Street exhaust the list. Subjoined is a notice of the oldest firm mentioned above :

### A. & W. MACKINLAY.

THIS firm stands pre-eminent in the Bookselling and Stationery business, on account of the number of its years, the enterprise it has always displayed, and the extent of its operations. The firm was originated by Mr. Andrew Mackinlay, a sagacious Scotchman of more than ordinary literary and scientific attainments, and of good business habits. The two brothers, Andrew and William, continued in partnership till the death of the latter, in 1857. A. K. Mackinlay, son of the founder of the firm, became a partner in 1857, and since his father died, in 1867, he has



been sole proprietor. The business has been conducted on the present site—137 Granville Street,—for nearly 30 years. The great fire of 1859 swept away the old wooden shop, but its place was soon re-occupied by the present spacious, handsome, and substantial structure.

A. & W. Mackinlay deal entirely and very extensively in staple goods. Their stock of stationery comprises the best that can be obtained in London, Edinburgh, and Paris. Of Blank Books, which they manufacture, they have a stock unsurpassed in variety and excellence. In 1862 they established a Bindery in connection with their Blank Books department. Their sets of books for banks and mercantile establishments have given uniform satisfaction, and will compare favorably with any produced in Montreal, Toronto, New York, or London. In the smaller wares—pocket diaries, portmonnaies, inks, pencils, steel pens, &c., this house represents the best producers on both sides of the Atlantic. They are Agents for Mabie, Todd & Co.'s (New York) Gold Pens. They are also Agents for the St. Croix, N. S., Paper Company. The trade of the house has gradually extended through all the Maritime Provinces, and its business standing and reputation continue as ever to be all that its revered and honoured founder could have wished.

Upwards of 40 years ago the firm of A. & W. Mackinlay were engaged not only in importing text-books for the Schools of Nova Scotia, but in printing those that were in greatest demand, thus at the same time proving their own enterprising spirit, and benefiting the country by encouraging native industry. When some twenty odd years ago, under the advice of Drs. Dawson and Forrester, the Irish National Series was adopted for the Common Schools, Messrs. Mackinlay, with their wonted enterprise, had nearly the whole series stereotyped, and had them republished in Halifax, while rival booksellers contented themselves with importing them by the dozen or the hundred from New York. Subsequently Messrs. Mackinlay became the publishers of the Nova Scotia Series of Readers, and placed these books promptly and cheaply within reach of the people. Chambers's Works and other standard publications have also been largely dealt in.

But it is as publishers that the record of Messrs. Mackinlay is unique. Nearly all the books of any note produced in Nova Scotia bear the imprint of A. & W. Mackinlay. Among these publications are two Arithmetics, two Atlases, a History and Geography of Nova Scotia, an English Grammar, a series of Copy Books and a Writing Chart, several Music Books and Maps. Other publications, which space will not allow us to enumerate, bear the imprint of this house. Their Map of Nova Scotia is still out of sight the best and most reliable in the market. A Bronze Medal was awarded for this Map at the Paris Exposition in 1867. In 1868 the Commissioners of the Agricultural and Industrial Exhibition of Nova Scotia awarded to Messrs. Mackinlay the First Prize for the superior character of their Educational Books and Apparatus, Maps, Blank Books, and Binding. Their manufactures in this line will be suitably represented in the great Centennial Exposition at Philadelphia.

## THE PRESS OF HALIFAX.

A PRINTING OFFICE was established in Halifax within seven years of the founding of the city. In these modern days the youngest "shanty-town" will have its printing apparatus at work almost as quickly as its first bar-room; but the disciples of Faust were not in quite such a brisk demand a hundred years ago. ISAAC CURRY has the honour of having established a printing office in March, 1756. The first newspaper appeared in January, 1769. It was called *The Nova Scotia Chronicle, or Weekly Gazette*, published by ANTHONY HENRY, and edited by CAPTAIN BUCKLEY. Henry was appointed King's Printer "under the Royal sign manual" in October, 1788—the first appointment of the kind made in Halifax. He died Dec. 1, 1800, aged 66, having published the *Gazette* for 40 years. A. GAY and H. MERLIN purchased the press, and continued the paper under the name of the *Nova Scotia Gazette and Weekly Advertiser*. From that day to this many papers have been started and have lived a little while, serving their "day and generation,"—and then passed away. The first "daily" started in Halifax was the *Morning Post*—about 1845. Its life was but brief. The next venture was the *Daily Sun*, which was started about 1848 by Mr. Nugent, and which was conducted for a time with great spirit. The *Sun* descended subsequently to a tri-weekly, and about 1867 it ceased to exist. The *Morning Chronicle* entered the field of daily journalism about thirteen years ago; and there are now in Halifax two morning and three evening dailies.

The oldest of the existing papers is the *Acadian Recorder*, which had a long and influential career as a weekly paper. The next in age is the *Nova Scotian*, (the weekly issue of the *Morning Chronicle*). The *Reporter*, the *Citizen*, and the *Herald* are of more recent origin,—the last named being now in the second year of its existence.

There are four religious papers, one literary paper, and one devoted to temperance, published weekly in Halifax. As regards age these take rank as follows: *Christian Messenger*, *Presbyterian Witness*, *Wesleyan*, *Church Chronicle*, *McLoughlin*, *Alliance Journal*. The character and circulation of all these publications—daily and weekly—indicate that they appeal to an intelligent community.

### THE MORNING CHRONICLE.

THIS is the oldest of the daily journals. The origin of the establishment dates back more than a half a century—about 1824—when George R. Young, brother of the present Chief Justice, Sir William Young, started the *Nova Scotian* as a weekly paper. The paper passed into the possession of the late Hon. Joseph Howe, who, in its conduct, laid the foundation of

his brilliant career. His advocacy of reform; his vigorous denunciation of time-honored abuses; his trial for libel in which he defended himself, vindicated the liberty of the Press, and won an acquittal amid the plaudits of the populace; his many public services down to the day of his death as Lieut. Governor,—all are “familiar as household words” and used only be alluded to here to shew what the Press gave to Nova Scotia in a printer’s boy and statesman.

After some years Mr. Howe sold the *Nova Scotian* to Richard Nugent, whose connection with the paper was very brief, and it passed again into Mr. Howe’s hands. It was then purchased by Hon. William Annand, who now represents Nova Scotia and New Brunswick as Emigration Agent in London. Mr. Howe’s connection with the paper did not cease with his proprietorship, but he was for years one of its editors and down to a recent period the paper and its successors, as the organs of the Liberal Party, had the aid of his pen.

In 1844 Mr. Annand started a tri-weekly edition called *The Morning Chronicle*, still retaining the name of *Nova Scotian* for the weekly. The present proprietor is his son, Charles Annand, who came into possession in 1864. One of his first steps was to start a daily edition. His energy and enterprise made the undertaking a success, and for several years he had the field of daily journalism to himself. One by one, however, of his contemporaries followed his example, some with and some without success. Now all the secular papers have daily issues.

The *Morning Chronicle* under its present management maintains its well-earned influence and its high standing as a first class daily newspaper. All its departments,—local, general, political, and commercial,—are evidently in able hands and under careful supervision. An extensive and influential circulation in town and country, and far off, wherever Nova Scotians wander—rewards its general excellence.

The office in Prince Street is one of the most commodious and best appointed in the British Provinces.

#### THE REPORTER.

THE “Halifax Evening Reporter and Times,” of which Mr. Joseph C. Crosskill is the proprietor, was first published in July 26th, 1860, as a tri-weekly paper; and the soundness of the platform on which it was founded, and the fidelity with which its position was maintained, won for it such success in this form, that, after a period of eight years, it was published daily, still continuing its tri-weekly issue for country subscribers. In politics the *Reporter* is loyal to the Mother Country; and although Conservative in its Dominion politics, is altogether unbiassed by party, and is acknowledged to be independent in its treatment of local subjects. One of its principal features is the promptitude with which it has always published important news from all parts of the world, being very often in advance of its contemporaries. This was especially the case during the civil war in America, and more recently during the Franco-Prussian war.

Its advertising patronage is also extensive. In February, 1871, a new brick building was erected on Hollis Street specially for the *Reporter*. In this building the arrangements for every detail of the newspaper and jobbing branches are complete, and work of all grades can be executed well and promptly. Up to the Fall of 1872 the paper was printed on one of Hoe's machines; but in order to meet the increased demand of the past few years, a large patent double-cylinder press, specially built to print 5000 copies per hour, was made to order by Mr. David Payne, of Otley, Yorkshire, England. The average rate at which this press is worked is about 3500 impressions an hour, and by an ingenious apparatus, patented in Germany, the number of sheets printed is accurately shown. It is worthy of mention that during the three years and a half the machine has been running, not a cent has been required for repairs of any kind. Besides these two printing machines on the ground floor, there are several small ones in the jobbing department, for doing light and handsome work. The proprietor of the *Reporter* was the first to introduce into the Maritime Provinces a folding machine (one of Forsaith's), which is a great time and labor saver, folding from 2,500 to 3,500 papers per hour in four folds, and executing the work with far greater exactness than could be done by hand. The facilities for doing book work at this office is shown by the fact that quite recently a good sized statistical pamphlet was set up in type, printed bound and delivered, within eight hours from the receipt of the manuscript. This branch of the business is under skilful management.

#### THE CITIZEN.

THE CITIZEN was started in November, 1863, by the late Hon. W. Garvie and E. M. McDonald, M. P. It commenced as a tri-weekly, with a weekly edition for country circulation. Owing to the literary ability and political sagacity of both partners it rapidly acquired a large circulation. When the subject of Confederation with the Upper Provinces was mooted it took the popular side in opposition, and its circulation was still further increased.

Mr. Garvie withdrew to prosecute in London his studies for admission to the bar. Mr. McDonald continued the paper in the interest of the same political party until the "Better Terms" arrangement was made with the Dominion Government by Hon. Joseph Howe, whose course he supported, and, consequently, the Sir John A. McDonald Government. In 1871 Mr. McDonald, having accepted the position of Collector of Customs at the port of Halifax, sold *The Citizen* to E. N. Sharp, of St. John, who sold out in the course of a few months to the present proprietors—a joint stock company—supporters of the Reform party in the Dominion Parliament and of the present Local administration in Nova Scotia.

Being determined to make the paper not only a good party organ, but a good newspaper as well, they spared no expense to that end, and have the satisfaction of its becoming one of the most widely circulated journals in Nova Scotia. In April 1875, an evening daily edition was added to the others, and the paper is now published daily, tri-weekly and weekly.

## THE ACADIAN RECORDER.

To the *Acadian Recorder*, belongs the honour of being by many years the senior of any newspaper now published in the Maritime Provinces. It was established in 1813, the first number being issued on the 13th of January of that year.

Messrs. Phillip and Anthony Holland were the original proprietors. In the course of a few years one brother died, and the other brother continued the publication until 1837, when Hugh W. Blackadar, who had served his time in the old *Journal* office, and John English, who as boy and man had been connected with *The Recorder* under the Hollands, bought the establishment and entered into a partnership which was only dissolved by the death of Mr. English, in 1858. Mr. Blackadar died in 1863. During all this time *The Recorder* was issued weekly. The publication then devolved upon the sons of Mr. Blackadar, by whom it is still conducted. In 1864 *The Recorder* was by them changed to a tri-weekly, and in 1868 it became daily. The latter two editions are now published, the weekly having been discontinued.

The editorial chair of *The Recorder* has been filled by some of the ablest writers of the land. The present Chief Justice Young, the late John Young and Beamish Murdoch, and many others were either engaged upon it as editors or were regular contributors to its columns. The letters of "Agricola," which revolutionized agriculture in Nova Scotia, and of "Mephiboseth Stepsure," the production of the late Rev. Dr. McCulloch, and which exposed social vices and pointed out social virtues with a masterly hand,—appeared in its columns; and the political, moral, and scientific warfare of the day was carried on in its pages by able pens.

Its files, which are very rich with old-time lore and composition, and furnish an epitome of several generations, have been all preserved in an unbroken series, and are to be seen at the office in Granville Street. So far as is known *The Recorder* never missed an issue when due.

## THE MORNING HERALD.

*The Morning Herald* was first issued on the 14th January, 1875, having been established by a number of gentlemen who were desirous of having public affairs discussed by a Journal untrammelled by either Government patronage or party pressure. It has from the first given an independent opposition to both the existing Dominion and Provincial administrations, and has come to be generally regarded as the leading Liberal-Conservative newspaper of the Maritime Provinces. Its commercial and financial articles, local intelligence and shipping reports, are supplied by editors specially qualified for the various departments, and having correspondents in all the chief cities and towns of the Dominion, it has become invaluable as a first class commercial journal. Although only fifteen months old, its circulation is already large, and it is rapidly increasing. It is a "live" newspaper, and the position it has attained proves that there is always room for such papers.

### THE CHRISTIAN MESSENGER.

THIS is the oldest of existing religious newspapers in Halifax,—it having reached its 40th annual volume. It was originated by Messrs. Ferguson and Nutting. Its present Editor and Proprietor is Mr. Stephen Selden. The *Messenger* is regarded as the organ of the Baptist denomination. One of its chief contributors is the venerable Dr. Cramp of Acadia College.

### THE PRESBYTERIAN WITNESS.

THIS is a weekly religious paper, now in its twenty-ninth year. Its proprietor and publisher is Mr. James Barnes, and its Editor for the last eighteen or twenty years has been Rev. Robert Murray. It is held to represent the views of the Presbyterian denomination, which is the largest in the Maritime Provinces of the Dominion. The *Witness* in the course of twenty years has doubled its size without increasing its price. It discusses political and moral questions from a non-partisan point of view, and pays special attention to the interests of public education.

### THE WESLEYAN.

THE WESLEYAN is in its twenty-eighth year. It is the official organ of the Wesleyan Methodist Church, and its Editor is elected by Conference. Its present Editor is Rev. A. W. Nicolson, and under his management it has gained much in sprightliness and popularity. From its official connection it is necessarily to a very large extent ecclesiastical.

### THE CHURCH CHRONICLE.

THIS is the youngest of the religious newspapers, being now only in its sixth year. It is strictly "Church of England" in its views and teachings, and very "high" at that. Its Editor is very Rev. Dr. Gilpin. The summaries of news cannot fail to interest the class of readers for whom they are intended. The editorials are written with scholarly ability.

### THE ALLIANCE JOURNAL.

THIS is the organ of the Temperance orders. It is issued weekly, and is edited by Mr. J. Parsons, an able and enthusiastic Temperance man. Temperance papers have usually had but short and uncertain lives in Halifax; but it is hoped the *Alliance Journal* will prove an exception.

### THE MAYFLOWER.

THIS journal is published fortnightly by the Editor, Mr. F. Baker. It is mainly literary and quite free from political or creed bias. Its publication is a sort of by-play on the part of the Editor who is extensively engaged in the Lobster business; but his clever, quaint, bold and unique style of treating subjects has given the publication an importance which its large city circulation demonstrates.

## THE NOVA SCOTIA PRINTING COMPANY.

No department of industry has, perhaps, made such rapid strides in Halifax as Printing. Progress has been the motto and the grand aim of the age, and the practical Printer has certainly not lagged behind his fellows in the march of improvement. Printers still in the business can well remember when all the work of the office, from the placard to the newspaper, was turned off by the Hand Press. They can as easily recall a period when there was no paper issued more frequently than once a week.

What do we now see in Halifax? Five daily papers all printed on Steam Presses,—and some of these presses capable of turning off 4000 copies per hour. Besides these offices, devoted mainly to the issue of the Daily Press, there is, under the above name, a General Printing Office, well supplied with all the newest and most approved appliances of the art. Here the Weekly Press and the Book and Job Trade find the means of prompt issue in the best available styles. Few persons in the Province but have seen some publication or other bearing the imprint of the "NOVA SCOTIA PRINTING COMPANY."

The premises occupied by this Company are on the corner of Granville and Sackville Streets. The basement is used as a Press Room, and contains, besides boiler and engine, a Double Royal Wharfedale Press, a Double Demy Adams, a Demy Wharfedale, and a Medium Degener. The whole department is superintended by Mr. Robert G. Smith, a partner in the Company.

The next floor is divided into two sections, in the first of which Mr. H. W. Barne, another member of the firm, attends to the business and the financial concerns of the Company. In the second section is the Job Department, under the management of Mr. G. J. Kline, a practical printer, and a member of the firm. In this section there are a half and a quarter Medium Gordon Press.

The third story is devoted to Newspaper and Book Work, a department which is under the special care of Mr. R. L. Schwartz, a partner, and an experienced printer, who has grown up with the growth of the business.

The whole establishment is under the management of Mr. James Barnes, who has, in the course of over forty years, gone through the grades of apprentice, journeyman, and proprietor. He has printed and published some of the most valuable works issued in the Province,—such as *Murdoch's History of Nova Scotia*, (3 vols., 8vo.), and *Dr. Forrester's Teacher's Text Book*. The "Nova Scotia Printing Company" was formed six years ago. As an experiment it has worked most satisfactorily;—to the mutual advantage, it is stated, of all concerned. The character of the work done in every department of the establishment, and the expedition with which it is done, win the approval and confidence of all who have dealings with the firm. They are always willing, however, to let the products of their art become the channel for advertising themselves and their business.

## THE DRY GOODS BUSINESS.

THE term DRY GOODS, as applied to one of the principal branches of the trade of Halifax, is peculiarly a thing of Canada and the United States. It is either unknown, or it has a very different signification, in Great Britain and on the Continent of Europe. In France we hear of a "dry goods" store styled *Magasin de nouveautes*—an emporium of novelties—or, as we understand it, a fancy goods store, which is quite different from the "dry goods" store of this country. In Great Britain the business is divided into several classes, each bearing a distinctive name. Retailers of silks, stuffs, cloths, cottons, linens, and piece goods generally, are termed drapers, and their premises are called drapers' shops; retailers of all sorts of small wares related to the trade are known as haberdashers, and their sale-rooms haberdashery shops; retailers of gloves and hosiery are styled glovers and hosiers; and retailers of millinery are called milliners; while the aggregate of these divisions of the trade in wholesale warehouses, constitutes their proprietors' warehousemen. On this continent each of these small dealers, and usually the warehousemen, are improperly called "dry goods merchants."

The term being an Americanism, let us trace its origin, and how it came to be used in the intensely English city of Halifax:

Shortly after the settlement of the town shopkeepers were found to be as necessary to the well-being of the the community as clergymen or doctors, and much more so than that much abused class, lawyers. At first, the wares of these shopkeepers were much varied, consisting of a little of everything which the wants or interests of the people demanded; and there were among their commodities all the materials then required for wearing apparel, something of hardware, drugs, groceries of all kinds, including West India goods, wines, spirits, &c. Indeed, it might have been correctly said that in any one of the larger shops the purchaser could satisfy his wants in everything from a needle to an anchor.

As the population increased and prospered, other shopkeepers sprang into existence, each curtailing his stock more or less within narrow limits, as regards variety. Soon a grocer, pure and simple, existed. Few manufactured articles of the mother country appeared upon his shelves, and on examination of his stock in trade it was apparent that the proprietor catered only to the inner wants of his



customers. As years advanced other enterprising men established hardware stores, ship chandlery stores, drug stores, wine and spirit stores; and the importer of British and foreign manufactured silk, woollen, cotton, and linen goods, discontinued the sale of all perishable articles, now to be had of the grocer, the wine merchant, and the druggist, and confined his operations strictly to the dry, imperishable goods, which included, at this time, many kinds of hardware, tea, and even drugs in solid form. The merchandise of this class of importers was henceforward literally *Dry Goods*, and hence the appellation that has ever since clung to the business.

Until within twenty-five or thirty years the dry goods business was carried on either by retail, or by retail and wholesale combined. The late firm of Messrs. W. & C. MURDOCH were the first to inaugurate the system of selling by wholesale exclusively. They were subsequently followed by Messrs. T. & E. KENNY, DUFFUS & CO., BELL, ANDERSON & CO., (now ANDERSON, BILLING & CO.), DOULL & MILLER, BURNS & MURRAY, NEAL, WHITE & CO., JOHN McDONALD & CO., and P. POWER & CO. We mention these firms in order as they have graduated from the different grades of the business, but they by no means exhaust the list of excellent dry goods firms in Halifax—occupying the long rows of elegant structures on each side of Granville Street, or that ornament the conspicuous points of Barrington and Hollis. The observer will readily see that the people of this Province, at least, need not pass Halifax for anything in the "dry goods" line; but it is a fact that this is done, and often with doubtful policy on the part of the buyer. Let us look first for the reason of this unsatisfactory state of matters, and possibly we may then be able to suggest a remedy:—

Not many years ago traders in Nova Scotia, P. E. Island, and in parts of New Brunswick, with scarcely an exception, purchased their supplies of imported goods in Halifax. The conformation of the Nova Scotian peninsula is such that there is no spot in it twenty-five miles distant from an available shipping port; and all of its most considerable settlements have navigable waters at their very doors. Here, then, is opportunity, other circumstances favoring, for the country traders to be their own importers; and such, in fact, many of the best customers of Halifax have become. When one of these dealers—perhaps an owner of shipping—found himself sufficiently "fore-handed" to make the venture, he began to import for himself and for others in his vicinity. With what advantage this is done, or how long it may continue, are questions for time to answer.

Another reason why a portion of the trade of Halifax is temporarily flying the centre arises out of a combination of events. With the opening

of the railways and the recent improvements in steamboat travel, and upon the advent of confederation, came a swarm of drummers from the upper provinces. The importers here it is alleged purchased from these drummers on the understanding that their customers in the country should not be "drummed" also. But, regardless of stipulation, these enterprising "drummers" would rush over the whole land, and sell to customers in any smaller quantities at prices as low as those offered the wholesale trade; and thus, with their warehouses filled, and the outlets stopped, the Halifax merchants found themselves suffering all the evils of a business overdone. Whether this complaint be just or otherwise, it is plain that the merchants of this city buy of the western houses in the Dominion only what they cannot do without.

The solid people of this rare and unique community, prudent, homelike, and accumulative as they are, for the fortunes here have rather been saved than made,—naturally object to the mode of selling goods by drummers on the ground that it is too expensive for healthy business; but while, like others, they have been obliged in a measure to accept the situation, their stubborn struggle against the inevitable has allowed considerable encroachment upon their proper territory; and much of the traffic thus snatched from their immediate grasp will not soon be called back by ordinary conservative ways and means.

A stranger, alighting in the commercial atmosphere of Halifax, is impressed with an unusual sense of security. He is not surprised to find his purchases turning a little better than promised, and if real adversity prevent payment, he is somehow at ease with a feeling that extended favors may obviate misfortune. This is old-fashioned dignity in business, old-time gentility to whom everybody will bow with respect; but it is hardly sufficient in the present emergency, for with rapid transit and improving means of communication, the allurements of him who promises a dollar and ten and gives but a dollar, may prove irresistible once and again and yet again; and the quiet man who more than fulfils every promise will have to out-last a succession of plausible but faithless dealers before this trade-wind of wayward wantonness will have entirely blown out of his circle.

The practice of "drumming trade" cannot be prudently abandoned by any one community, though its exaggerated existence is certainly a serious evil. Springing originally from the thin-clad character of penniless energy in its unequal contest with time and capital, it is too frequently the sign and occasion of failure. This evil can be averted only by a judicious system of advertising, such as every good concern should have. "If a man can do business he should let people know it." The house selling entirely or chiefly by travellers can com-

pete with a *system* of advertising about as efficiently as a corps of cavalry might succeed against the three arms of a well-organized Army.

Whatever is done toward selling, from opening the case until the goods are sold, one may almost say, paid for, is advertising. Indeed, to advertise means to use everything, in all the wide scope of intelligent ingenuity, truthfully and skilfully, to sell. It is the essence of the salesman's work, and the groundwork of all business worthy of the name. A thing not advertised was never sold and never will be. "You can't put a bale of goods in the concrete into mind,—you may put a representative there—some representation—some reputation—some advertisement of it, and it is this abstract thing which must always precede the transaction, to prepare the minds that produce the transaction." Millions are squandered in what is called advertising, but the fact takes nothing from the truth that judicious advertising should not only increase the numbers sold, but it may advance the price, shorten credit, and make payment more sure. It is for the wholesale merchants of Halifax to study carefully the "situation," and to take promptly such steps as shall retrieve for them the relative position occupied by their fair city years ago.

#### ANDERSON, BILLING & CO.

THIS house enjoys an honorable record of half a century, and is the worthy cotemporary of other prominent Dry Goods Houses which link the past with the present. Since it was established the trade has become systematized and separated from other and quite foreign lines of traffic with which it was mixed.

The late Honble. John H. Anderson, the founder, was brought up in the establishment of John A. Barry, Esq., one of the pioneers of the trade in Halifax, and was offered a partnership by him. He declined the offer, and at the age of twenty-two years, set up for himself at Merchant's Wharf, near H. M. Ordnance. His first year's clear profit above all business and living expenses, was £800—a result in the estimate of those times considered remarkably satisfactory.

He shortly after purchased the present location of the house, 111 and 113 Granville Street, on which was a small frame building of two tenements, in one of which he conducted his trade, and living overhead, as was the custom of the times then and for years after, the other tenement being similarly occupied by Messrs. T. & E. Kenny, in the same business. This building was demolished in 1854, and the present substantial granite warehouse of four stories erected in its place.

Mr. Joseph Bell, now Sheriff, was brought up in the business by Mr. Anderson, who afterwards set him up by himself, and subsequently, in

1845, admitted him to partnership under the firm of Joseph Bell & Co., Mr. Anderson giving him almost exclusive charge and practically retiring from the business. This firm continued till 1852, when George R. Anderson, who had served with the firm, upon coming of age, was admitted to the firm which then became Bell, Anderson & Co.

In 1857 Mr. Anderson, senior, retired from the firm, which became Bell and Anderson, and this dissolving in 1868, George R. associated with him his younger brother, John W. Anderson, who shortly deceased, and Mr. Edward Billing, forming the house of Anderson, Billing & Co. Mr. Billing was lost, as were other well-remembered merchants of Halifax, in the ill-fated steamship City of Boston on her outward passage from this city to England in 1870, and in 1871, Mr. Andrew B. Boak, who had grown up in the house, became associated.

The warehouse which has so prominent a location, and in which the house has so steadfastly and thrifty conducted its business, has a double store frontage and ample depth, and its four flats are filled with a well selected stock in its several lines, each of which has its distinct apartment allotted to it. The heavier woollens and cotton goods of British and American manufacture occupy the first floor, while on the upper floors properly classified and arranged are the men's ready made clothing department of English manufacture, shawls, sacks, mantles and staples of ladies wear. The millinery goods, of which they carry a full and excellent stock, occupy a large space and represent the best fabrics of England and the continent. The Haberdashery department contains all the small wares in an almost infinite variety, and Fancy goods and Hosiery have conspicuous places. Thorough organization is visible throughout the establishment which is equal to any demand of the wholesale dry goods trade, for which they have made a market throughout the Province, and in Prince Edward Island and Cape Breton.

#### BURNS AND MURRAY.

In pre-eminently prudent and conservative cities like Halifax, fire is the great revolutionist and renovator. The old house or shop is clung to with affectionate tenacity, comparatively regardless of appearances if not of comfort, until on some gusty night the fire-fiend snatches the flaming torch and applies it to the well-dried timbers which speedily disappear. The ground is then left invitingly clear for the plans and operations of the enterprising, and a new city quickly emerges out of the ashes of the old. The whole block in which the spacious and handsome freestone warehouse of Burns and Murray stands, was swept by fire in 1861. Venerable (and very shaky) wooden buildings almost coeval with the city vanished in a few hours; but in a few years their place has come to be occupied by buildings of very superior character, large, ornamental and substantial.

The warehouse of Burns and Murray occupies the corner of Hollis Street and Market Square, just opposite the new Provincial Building. It

stands six stories high and was built by the firm about eight years ago. The basement is airy and light, and contains one of the best possible packing rooms. Besides this it affords a ample storage room for heavy staple goods such as grey cottons, flannels, bed-ticks, &c. Access to this department is by a door on Market Square.

The second floor, on which you enter by the Hollis Street door, is occupied by dress goods, English, Scottish and Canadian tweeds, West of England broadcloth, mourning goods, &c.

The third floor is devoted wholly to haberdashery and millinery.

The fourth floor is occupied by printed cottons, white cottons, jean, shirtings, and other Manchester goods,—winceys, towellings, shirtings, muslins, linings, skirts, quilts, hats and caps, oil cloths, and table linens.

On the fifth floor is a full supply of ready-made clothing, imported from London, from the most popular makers,—shirts, braces, umbrellas, neckties, American collars, English rubber goods, carpetings.

The sixth floor is occupied mainly by overstocks of staple goods carefully packed away. There is a still higher region,—a spacious attic, into the mysteries of which we need not inquire. All in all the establishment is well arranged for carrying on an extensive business. The warehouse is 60 x 40, and (including basement) six stories high.

The firm was formed in 1866. Mr. William Murray had been in the dry goods business in Halifax for many years and was thoroughly versed in all its details. He was one of a number of estimable business men lost in the *City of Boston* in 1870.

Mr. Adam Burns is a Scotsman, whose experience in the dry goods business is extensive. In 1874 Mr. John Smith was admitted into the firm, which still continues under the original name of "Burns and Murray." The business of this house extends throughout Nova Scotia, Cape Breton, P. E. Island, and Newfoundland. A special buyer visits Great Britain twice a year to select stock, and besides this, the Firm have local Agents whose business it is to attend to the proper supply on the most favourable terms of such goods as may be required.

#### DOULL AND MILLER.

A CITIZEN of Halifax is always proud to direct the attention of visitors from abroad to the handsome and commodious freestone building, six stories high, owned and occupied by the firm of "Doull and Miller." The year 1857 was inaugurated in Halifax by a very destructive fire in the heart of the city. Among the many buildings that fell a prey to the devouring element, was old St. Matthew's Church, at the corner of Hollis and Prince Streets. St. Matthew's congregation built their new church on a site further south, and the old site was purchased by Messrs. Doull and Miller for this noble warehouse.

Mr. John Doull,—a man of sturdy Scottish stock, commenced business in Halifax about 30 years ago,—after a training of the old fashioned sort with Messrs. Murdoch. Mr. Charles Murdoch was for some years associated in business with Mr. Doull, and on his retiring, the firm of “Doull and Miller” was formed,—Mr. William Miller, a nephew of Messrs. Murdoch, being associated with Mr. Doull in the wholesale and retail dry goods trade. Mr. A. K. Doull was for some years a partner in the firm,—till his lamented loss in the *City of Boston*. In 1873 two sons of Mr. John Doull,—Francis H., and William M.,—were admitted as partners.

An establishment such as this is a “study,” and well deserves to be explored from base to summit. Such an exploration gives a fair idea of the wants of the country in the dry goods line, and the means taken to supply those wants. In the basement, besides the heating apparatus, we find the heavier and coarser classes of goods,—such as blankets, battings, duck, flannels, cottons, tickings, &c. The second floor is occupied by the Office and the Pucking Room and a large assortment of dress goods. The third floor is devoted to haberdashery, and all the boundless variety of fancy goods. On the fourth floor are cloths, tailors’ fittings, prints, shirtings and ready made clothing.

The ready made clothing department deserves special mention, as it is one of the distinctive features of the establishment. It occupies besides a large share of the 4th floor of the warehouse, the two upper flats of the building next south. The stock in hand is large, varied, and of the best quality, and the whole of it is manufactured on the premises, or given out to hands who find it more convenient to do the work at their own homes. Employment is thus given for the whole year round on an average to 140 persons. It may be asserted with confidence that the ready made clothing thus produced at home does not suffer by comparison, either as to price or quality, with the same class of goods imported from foreign makers. The Clothing Factory is carried on as a business entirely separate from that of the warehouse, while it supplies, however, all of the clothing and furnishing goods, demanded by the extensive sales of the house.

The fifth story is taken up with an ample assortment of millinery and straw goods, and ladies’ sacques, shawls, parasols, &c., &c.

The trade of this House extends to all parts of Nova Scotia, to Cape Breton, P. E. Island, New Brunswick and St. Pierre. Messrs. Doull and Miller are General Agents, and in this capacity dispose of a very extensive variety of goods that are not embraced in the category of “dry goods.” They have Offices in London and in Manchester; a buyer is constantly employed in England, and a special buyer crosses the Atlantic twice a year. By these means the customers of this establishment are assured of the most suitable and available goods which the British markets can afford. The extensive connections and the high reputation of the House are of great value in the transaction of their business as General Agents.

## DUFFUS AND CO.

THIS firm occupies one of the most prominent and convenient sites in Halifax, at the corner of Granville Street and Buckingham Street. The premises are extensive; the different flats are well lighted and spacious, and an air of comfort and prosperity pervades the whole building. The front is on Granville Street, and there is a rear entrance from Hollis Street for receiving and shipping goods.

In the basement are found heavy goods such as grey cottons, cotton-yarn, sheetings, bed ticks, hessians, oil cloth fancies, jeans, winceys, flannels, &c.

The ground floors affords a fine display of Scotch tweeds, West of England broadcloth, beavers, doeskins, carpets, homespun, &c.

The first floor is devoted to white cottons, fancy prints, muslins, merinoes, towels, hoop skirts, &c. The second floor contains a very large assortment of tailors' fittings, braids, buttons, crapes, gentlemen's collars, ladies' cuffs and collars, table covers, and all the articles usually included in the comprehensive term, haberdashery. The millinery department is also complete. Indeed this floor presents an almost bewildering abundance of goods, useful and ornamental, gathered from British and foreign manufacturers, and displayed here to tempt the taste and try the sound judgment of the buyers of the Maritime Provinces.

The third floor, virtually a ready made clothing department, is very extensive and complete,—comprising black cloth sacque coats, walking coats, blue pilot reefers, overcoats, waterproofs, &c., &c.,—all imported from London, except "overalls" which they manufacture at home.

The arrangements of the establishment are made with reference to comfort, health and convenience. The whole place is heated by a furnace. Speaking tubes communicate from the Office with each story.

The House of "Duffus & Co.," was founded just fifty years ago. Its career has been one of distinguished and steady success, due to the sagacity, the unswerving integrity and blameless honesty of the founder, the late John Duffus, Esq., and his successors,—sons and nephew. The trade of the firm embraces the wide extent of the Maritime Provinces. They deal largely, as Agents, in goods outside of the regular dry goods trade. Goods, whether ordered for their own stock, or on commission, are always selected with the greatest care in order to insure full satisfaction on the part of the purchasers. This House has long occupied a place in the ranks of the foremost business firms in Halifax, and it certainly shows no symptom of decline either in stability or in "push" and enterprise. The great Granville Street fire of 1859 destroyed the old building which was of wood; but its place was speedily taken by the present handsome and substantial structure.

Mr. Duffus gave up the retail business of No. 1 Granville Street, in 1842, to Charles Robson, the head of the present firm of C. Robson & Co.

He however resumed a retail department in 1847 in connection with Mr. Eddy Tupper, as Duffus, Tapper & Co. In 1861 the present firm became exclusively wholesale. We may mention in passing that Messrs. Murdoch gave up retail in 1845; Messrs. Kenny in 1850; Messrs. Doull and Miller in 1855, and, as we have just stated, Messrs. Duffus & Co. in 1861.

#### T. & E. KENNY.

A MAGNIFICENT granite warehouse, in the centre of the city, extending fully 80 feet on Granville Street and 60 on George Street,—bears the honored name of "T. & E. Kenny,"—a name well known in the business circles of Halifax for over fifty years. Messrs. Kenny conducted their business for some years on a neighbouring site fronting on Barrington Street; but over thirty years ago they selected the very eligible position at present occupied, and built their shop of Nova Scotia granite, a material, by the way, which leaves nothing to be desired as regards durability: for a well built granite structure is likely to endure as long as the world itself. Thirteen years ago Messrs. Kenny doubled their building, extending it to its present imposing limits.

Thomas Kenny, the senior brother, died some seven years ago. Sir Edward Kenny still lives to enjoy the honours, the wealth and the repose, well earned by a life marked by industry, integrity, and public spirit. Sir Edward was for many years a member of the Legislative Council of Nova Scotia, and President of that body. When the Provinces were united in 1867, he was called to the Senate of the Dominion and to be a member of the Cabinet. For some time he administered the Government of Nova Scotia, and his Sovereign recognized his numerous good qualities and valuable services by conferring upon him the dignity of Knighthood. Like all or nearly all the wealthy men in the community he commenced life a poor boy. On the first of January, 1876, he retired from the business, with probably his highest ambition in the direction of business realized.

Messrs. Kenny gave up the retail business about quarter of a century ago. Their wholesale business is very extensive in town and country, and finds its way even to the "regions beyond,"—to P. E. Island, Newfoundland, New Brunswick, &c. Mr. Thomas Kenny, son of Sir Edward, is now the principal partner, and the active manager of the firm.

Let us now take a look at the interior of this granite structure and its contents. The cellar as usual, contains the heating apparatus, and besides that, staple heavy goods, grey cottons, American, Canadian and English; warps, flannels, &c.

On the ground floor there are, besides the office, packing rooms, for receiving and forwarding goods, also samples of tea and cottons, tweeds, shirtings, tickings, pilot cloths, doeskins, &c., &c. The best English and Canadian manufactures in cloths, tweeds, &c., are here in ample supply.

On the first floor we find printed cottons, coburgs, lustres, merinoes, and other stuff goods, dress goods, linings. Then come "small wares"—



a term well understood in the trade though conveying a very indefinite idea to the uninitiated. It includes tapes, reels, needles, pins, buttons, &c. Here are ribbons in vast variety and quantity,—gloves, braces and all the mysteries comprehended under the name of haberdashery. Here also are ladies' jackets in large variety.

The second floor presents to the eye muslins, piqueés, crapes, towellings, men's scarves, neckties, and shirts, laces and edgings, ruffings, frillings and flowers, corsets, shawls, quilts, soaps, essences and pomades, Scotch yarns, and carpets.

On the third floor we find the ready made clothing department. This department is supplied by means of home manufacture, an average of 25 hands being employed during the year. Here also are hats and caps in great variety, and over a hundred different styles of men's and women's boots and shoes. There is also an assortment of carpet bags and rubber coats. The fourth floor is a bonded warehouse in which teas are often stored.

Thus we have glanced very lightly through this great establishment. It is impossible of course in a short sketch such as this to speak otherwise than in general terms of the goods, multitudinous in variety and immense in quantity, which the wholesale merchant gathers in from far and near in order to give out again to hundreds or thousands of dealers who in turn disperse those goods throughout the length and breadth of the land.

#### PETER GRANT & CO.

STEPPING into the shop at No. 157 Granville Street, your eye is at once captivated by a very elegant display of fashionable goods, with all the blooming freshness of the season upon them. The shop itself is handsome in a high degree,—airy, well lighted, and so disposed as to allow intending purchasers to examine the goods in all their qualities.

The establishment of Peter Grant & Co's., was originated by the Grant Brothers in 1863. They had had large experience in the Dry Goods trade and knew how to suit the public taste in town and country. Their success as wholesale and retail dealers has been ample. A glance at the establishment will interest and please the visitor, even should he have no notion to purchase "retail" or "wholesale;" though, of course, visitors usually have an "eye to business."

The "cellar" is devoted, as usual, to the heavier and coarser goods. There is a back door, opening on Hollis Street, for receiving and delivering goods. On the first floor there is the very handsome retail department already referred to, where you are sure to see all the "novelties of the season" fully represented at the earliest possible day. Silks, rich and rustling, Irish poplins, crapes, and lace goods many patterned, costly, and snowy-white,—umbrellas of all grades, parasols of all styles and qualities, gloves and hosiery from the best makers,—these are but some of the attractions

that meet the eye on the first floor. In the Office, which is near the Hollis Street end of this floor, is a fire-proof safe on the most approved model.

The front section of the second floor is devoted to the retail of mantles, stays, and millinery. The mantles are of the latest London and Paris styles, and are not easily to be surpassed for elegance of make or richness of material. The assortment of shawls is varied and attractive; you find Paisley shawls, lace shawls, grenadin shawls and tissue shawls. The department of gloves, hosiery and haberdashery in general meet you on the second floor in its wholesale aspects. One section of this floor is used as a packing room.

The third floor extends in uninterrupted length and breadth from the front on Granville Street to the rear on Hollis Street. This is a wholesale department, and a better room would be looked for in vain for the display and selection of goods. Here are ample stores of dress goods, cloths, ribbons, of all sorts, linens, towellings, Dundee goods, umbrellas, and water-proofs.

The fourth floor is taken up with flannels, blankets, grey, white, and printed cottons and jeans. Of these goods they have a very large and superior stock. Then come toilet quilts, and a fine assortment of ladies and gentlemen's hats. Of men's ready made clothing there is a large supply, and a sufficient variety to meet all demands.

Taking this House, all in all, it makes a most creditable display. Its goods are fresh and fashionable. The facilities for serving customers both in the wholesale and retail departments are all that could be desired.

### S. HOWARD AND SON.

This House has fairly won the designation of "popular." The proprietors believe in advertising—in telling buyers far and near what wants they are prepared to supply—and upon what terms. The marked success of the firm could not have been won so rapidly, if at all, without their spirited and skillful system of advertising.

Their handsome freestone building, on the corner of Hollis and Prince's Streets, is itself an effective notice to the public who are interested in dry goods, that there is here a candidate for the buyer's patronage. The building is five stories high, and accommodates a wholesale as well as a retail department. It was erected some nine or ten years ago, and is as a matter of course provided with all the modern facilities and conveniences for receiving, exhibiting, storing, selling and delivering goods.

In the basement, besides the heating apparatus, there is ample room for receiving packages, and for packing goods. On the first floor of the wholesale department there are the clerks' offices and the private office. On the second floor there is the customary supply of fancy goods, gloves, ribbons, and the whole range of haberdashery. On the third floor there is a very extensive stock of millinery—flowers, feathers, hats, bonnets, shawls, dress goods, parasols, umbrellas, &c. This floor is extensive, airy, and light,—

presenting to the unpractised eye a "wilderness" of colours and forms, and to the more imaginative fancy suggesting a beautiful flower garden rich in summer bloom and autumnal tints. On the fourth floor there are the staple goods, cottons grey and printed, calicoes, shirtings, flannels, cloths of all the requisite qualities and kinds, and an ample assortment of men's and boys' ready made clothing.

Having thus glanced at the wholesale department, let us pass into the retail. For visitors this is immensely the more attractive of the two. The shop is large, light, well ordered, and well attended. The eye is attracted by the usual display of seasonable and fashionable goods,—new, newer, newest,—fresh from London and Paris. There are silks and satins of various qualities,—black, and in colours to suit the tastes of the purchasers,—rich Irish poplins, crapes, muslins, new mourning goods, new dress materials, mantle velvets; a most attractive display of ribbons and gloves. They offer to the buyer genuine Honiton and Maltese lace sets. Their umbrellas and parasols are of the best and neatest styles. We do not, of course, pretend to offer an exhaustive catalogue of articles for sale, the space at our disposal in this notice being inadequate to the enumeration of a tithe of such articles.

But probably the most noteworthy feature in the whole establishment is the Millinery Show Room on the second floor. Here is an almost bewildering display of the most fashionable goods,—bonnets, head dresses, hats, shawls, mantles, children's clothing, &c. No wonder the daughters of fashion make haste to offer their devotions at this "shrine!"

The firm, have an office in London. Mr. Howard resides in England, and pays personal attention to the selection of all goods needed in the establishment. The best, the freshest, the most suitable to the market are thus as far as practicable secured, and upon the most favourable terms.

### W. & C. SILVER.

OCCUPYING one of the finest sites, at the corner of the popular thoroughfares of Hollis and George Streets, and looking upon its stately neighbors—the new Post Office, the Parliament House and Bank of Nova Scotia which make the locality an architectural centre,—stands the elegant four story warehouse of this old and enterprising firm, ranking among the foremost business structures in the city.

The history of this house dates back to the year 1835, when it was founded by Mr. W. N. Silver, of Portsmouth, England, who, having served his time with a London silk mercer, came out to Halifax when but 21 years of age to fill a situation as a book-keeper. His first dry goods enterprise covered the early years from 1813 to 1816, from which he retired to engage in other pursuits. Returning again to the trade in 1835 he had the assistance of his son, Mr. William C. Silver, now present senior member of the firm, who from the first took a leading part in the management of the

business, and in 1840 joined his father in partnership. Mr. Charles S. Silver, a younger son, subsequently became associated in partnership till his death in the ill-fated City of Boston in 1870. In the same year, Mr. W. N. Silver, grandson of the founder, and eldest son of the senior partner, was added to the firm.

The enterprise which this firm displayed in being the first to adopt the Nova Scotia freestone to the peculiar requirements of the dry goods trade, and which was at that time, 1852, regarded as rash prodigality, proved an experiment of more value to the building art than profit to themselves. During the unforeseen effects arising from peculiarities of construction deemed necessary at that time, the walls became so defective in 1865 that they razed them to the foundation—sold the material, and erected in improved style the present spacious and elegant building.

The wholesale and retail business of the house has constantly grown in volume. Twice a year its buyers cross the Atlantic to select its varied assortment of goods in the great manufacturing centres of Great Britain, while also purchasing from Canadian and American producers. The stock is thus complete in every branch. The wholesale rooms offer every newest style and make of goods for furnishing a first class retail shop in all the various lines. The clothing department is continually replenished from English markets and domestic sources. The carpet rooms are well filled with carefully chosen patterns in Brussels, Tapestry, Three-Ply, Scotch and Unions; while the stock of stair carpets, oil-cloths, crumb-cloths, and table-cloths is very superior, and in Damasks, Reps, Terry's and Brooches, its assortment is unsurpassed.

At the height of the spring trade their warerooms present a picture of bustling activity. In the packing room the new goods of the season are being opened, or purchasers' parcels being packed—in the carpet rooms ladies inspecting the newest patterns and the rich curtain stuffs—in the clothing room fishermen fitting themselves out for their summer work off the cold coasts of Newfoundland—and in the wholesale departments storekeepers from the country selecting their supplies for the season. An able staff of clerks, under personal supervision, enables the proprietors to have every detail thoroughly carried out.

Although, from the nature of the business the duties of the senior partner are necessarily heavy, yet Mr. W. C. Silver has found ample opportunities to participate prominently in public affairs, being an active promoter in the aims of Church, Temperance, Educational, Agricultural and other kindred organizations. He is a director in the Halifax Blind Asylum and President of the Halifax School Association, and, as a business man, fills the position of Chairman of the Committee of the Chamber of Commerce upon Mines, Railways and Internal Trade.

## GROCERIES.

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THE Grocery business of the present day embraces such a variety of articles, both foreign and domestic, that it is a very difficult matter to define its limits. It embraces all commodities coming under the head of eatable as well as drinkable, and many that almost defy classification. The business is ever growing, and to keep pace with its present requirements the grocer must be continually renewing his stock, and adding to his list of commodities some new condiment, some rare articles of food, some fancy compound or essence, or new preparation to save labor in the kitchen or household, for the adornment of the table, for whetting the appetite, or gratifying the palate.

This business, like most others in this city, was for many years conducted in what was termed a "general store," where goods of different descriptions were kept on sale, such as dry goods, hardware, sugar, &c., and to this day there are stores of this description,—outfitting establishments for the fisheries, as well as dealers in country produce—who all deal largely in groceries. A large proportion of the grocers combine the business of the Liquor Dealer, with that of the Grocer proper; and this applies both to the wholesale and retail trade. As to either mode of conducting the business, there are to be found some very good establishments. Many of them will compare favorably with establishments of this description in far larger cities. Within the past ten years some of the larger establishments have so far separated their grocery and liquor business, as that, although carried on under the same roof, their customers have distinct entrances. There are several large and wholesale groceries where liquors are not sold and where every article may be purchased at retail which can be had at the retail shops. The numerous small grocery shops extend all over the city and suburbs. You are constantly confronted with the grocery and the combined grocery and liquor shop; and as long as the city grows so will the grocery business be extended. The competition is keen, and leading articles are sold at retail for a very small advance upon wholesale rates. The business of green grocer is often, although not always, connected with the general grocery. There are perhaps not more than two or three shops kept by green grocers proper, but the tendency will be to extend the separate line still further.

The wholesale grocer's business is participated in by many who do not confine themselves to groceries alone. The business as a whole is conducted with push and vigour. The stores and warehouses are generally well supplied. The rapid and constant communication with Europe and the markets on this continent affords ample opportunity for keeping up the stock of supplies; and it is rare to find leading articles out of the market. Dealers can now get any article required at very short notice as compared with times gone by; and although all the first class retail dealers import largely, still the wholesale grocer finds a profitable business in dealing on the general requirements of the trade, and importing goods which are sold to small dealers in town or country. Some of the large dealers have a very good business with Bermuda, parts of the West Indies, and Newfoundland, and P. E. Island.

#### C. & W. ANDERSON—FAMILY GROCERS.

THIS wholesale and retail first class grocery establishment is situated at the corner of Duke and Barrington Streets. It is under the proprietorship of C. Willoughby and Wm. Charles Anderson, both of whom, having served in the business with Mr. E. W. Sutcliffe, as successors to the retail establishment of Messrs. Esson & Co., at the above named corner, took possession of the premises in 1866.

Under their direction the premises were entirely renovated, modernized, and adapted to the requirements of a first class family supply store. Success attended them at the outset, and by strict attention to business, selection of choice goods and a study of the requirements of the trade, the establishment has taken a place in the front rank in the city retail trade.

The premises occupy a large frontage on Barrington Street, and, extending over other premises on Duke Street, has large storage space, which is almost entirely filled with choice goods in all their variety. Every article of necessity or luxury which enters into family consumption can be procured at this establishment. The finer goods are chiefly imported from England, while with green fruit in its season, to which they devote special attention, they are regularly supplied through a Boston house.

An inspection of their retail store with its rich and various display gives convincing proof of its abundant and excellent resources, and of the taste exhibited by the proprietors in the selection of their goods. The demands now made in the lines of family supply require a special aptitude in the caterer. The substantial "necessaries of life," of the best quality procurable, are supplemented by a whole catalogue of the finer groceries and delicacies which meet the requirements of the most fastidious, and are put up in the most artistic style. To guarantee the purity of their coffee, they grind on the premises, employing a steam engine for the purpose, and

specimens in this line at the Provincial Exhibition in 1868 took a diploma for superior excellence.

They also deal in choice wines, French Brandies and other liquors of whose purity and excellence they can give the fullest assurance.

Besides their large and growing city trade, whose requirements the establishment is able to meet in each and every particular,—they have for the past two years supplied the Canteen account of the Garrison, and their wholesale trade is constantly enlarging its circle of customers beyond the city limits. The firm has the elements of life, enterprise and good taste which have secured the house a marked success in the past, and render certain a more brilliant future.

#### ESSON & CO.—GROCERIES AND COMMIS- SION.

In age and honor the house of Esson & Co., has a goodly record in the mercantile annals of Halifax. The founder was the late John Esson, who came to this city from Aberdeenshire, Scotland, about 1823, and served in the grocery business with his uncle, Adam Esson. He set up for himself about 1830 in a quiet snug little shop, since replaced by an improved erection, at the corner of Duke and Barrington Streets, where C. & W. Anderson are now located. He lived over his store as was the custom of the times, and by industrious application and thrift, he became prosperous in business, and by honorable dealing he secured the esteem and confidence of his fellow citizens.

The first change was the admission to partnership of Hon. Robert Boak, who, entering his service in 1837, joined him in 1847, making the firm of John Esson & Co. The business of this firm rapidly increased, and in 1854 Mr. Boak retired to assume the management of the house of Esson, Boak & Co., at West India Wharf, in which John Esson was senior partner until his death in 1863. It was from this firm that the present house of Robert Boak & Sons, originated. The business of Esson, Boak & Co., was exclusively West India trade, while the wholesale and retail grocery business was retained at the old stand by Mr. Esson, who associated with him James Parker, under the old style of John Esson & Co.

From this firm Mr. Esson retired in 1861 and was succeeded by his son, Wm. Esson, who had grown up in the establishment, James Parker, and Alexander Stephen, forming the firm of Esson & Co. Mr. Parker retired the following year, and Mr. Stephen withdrew in 1864, when Wm. Esson was joined by Alexander Anderson, who had been in the house for thirteen years. George Esson, junr., was afterwards admitted a partner, but owing to ill health subsequently retired from active participation in the business, which has since been conducted by Wm. Esson and Alexander Anderson.

John Esson, the founder of the house, is held in honored memory by the people of Halifax for the virtues which distinguished him as a merchant and a citizen, and the esteem in which he was held by the community was

expressed in giving him a seat in the Provincial Parliament in 1851, and continuing him there by unprecedented majorities till his death in 1863. He enjoyed the respect of all parties, and at his decease all united in eulogies upon his character, the Hon. Provincial Secretary remarking in the legislative proceedings upon his death, that "few men have ever passed from the halls of legislation leaving behind so few enemies and so many friends."

Esson & Co. continued the wholesale and retail business with some transactions in the commission line at the corner of Duke and Barrington Streets till 1868, when their enlarged business requiring better accommodations they removed to their present quarters at the head of Central wharf, adjoining H. M. Ordnance, where the wharf and warehouse facilities are well adapted to their wholesale grocery and commission trade, the retail trade being discontinued upon their removal. They deal largely in West India goods—sugar, molasses, etc.—American goods—in flour, meal, beef, pork, beans, and rice, while in Canada and Prince Edward Island produce they do a large commission business. They are agents for the old houses of Otard, Dupuy & Co., Cognac, and Ind, Coope & Co., Burton-on-Tréant, also John Logan's Tanneries, Pictou. Their market is Halifax, the Province, P. E. Island, Newfoundland, and the north shore of New Brunswick. In active enterprise and fair dealing the firm maintains its well established character.

#### J. S. MACLEAN & CO.

This house is one of the most substantial, vigorous and flourishing in Halifax. Mr. Maclean obtained his mercantile education in one of the best houses in New York. He commenced business here in 1855 in the stand on Hollis Street, well known as "Jerusalem Warehouse." In 1857 he was joined by Mr. John B. Campbell, who retired in 1867, and died shortly after. Since Mr. Campbell's retirement the business has been conducted by Mr. Maclean alone.

The business of the house consists of a wholesale grocery, commission and West India trade, in all which lines it does a large and steadily increasing business. In furnishing supplies and receiving consignments, it has acquired an extensive country trade and is identified with the chief industries of the Province. Consignments of all classes of goods are received, and disposed of to the best advantage.

One of the specialties of the House is the importation of Tea from London. A skillful and trustworthy taster of the "fragrant herb" is constantly busy in Mr. Maclean's service selecting for this market. Special pains and care have been rewarded by success, as large sales testify. These Teas, on account of their suitability to the Nova Scotia market, are exceptionally popular.

Mr. Maclean is Agent for the Temperly line of steamships doing a freighting business between Halifax and London, and is to a considerable extent interested in shipping. The business of the house extends through-



out the Lower Provinces, and it has especially a good hold along the north shore of New Brunswick, and Prince Edward Island.

Besides attending to the business of his house, whose career has been eminently successful and whose credit stands deservedly high, Mr. Maclean is President of the Bank of Nova Scotia, and a Director in several local companies. He has been widely influential in connection with the Young Men's Christian Association and other religious, benevolent and philanthropic institutions. The success of the house is an illustration of the career which is open to enterprising and intelligent men who appreciate the demands of the time and place and avail themselves wisely of their opportunities.

#### JAMES SCOTT—"ARMY AND NAVY DEPOT."

THIS is an old and well known first class grocery and wine establishment, with a record of nearly half a century. Like old wine it needs no bush. It was founded by Hugh Campbell, who came here from Glasgow, Scotland, in 1832, and located the business at the present premises, 117 and 118 Granville Street, opposite H. M. Ordnance.

Mr. James Scott, the present proprietor, commenced service with Mr. Campbell in 1838, and at latter's decease in 1846, succeeded to the business. He has thus a practical acquaintance of nearly forty years with the business, and he has given such attention to it, and exercised so shrewd a judgment of the wants and tastes of his large circle of patrons, that the establishment has acquired a very high standing and reputation.

His line of groceries embraces every thing which enters into family supply, and of the very finest quality. The best home and foreign markets are placed under contribution and are represented in his stock. Every delicacy that adorns the table and gratifies the taste, supplements the more common catalogue of the ordinary grocery. Pickles, preserved meats and soups from the most celebrated London factories, the fullest line of canned goods and the best dried fruits and green fruit in their season, dessert biscuits from the Glasgow bakeries, etc., are in his stock, together with the choicest makes of cigars.

Mr. Scott has always given special attention to the liquor and wine department, selecting his stock with the greatest care and with an adequate knowledge of the qualities required by his customers, and importing direct from the most reliable European houses. It is this pains taking, excellent exercise of judgment in the selection of his stock,—which has commended this establishment to the favor of the army and navy, and so long maintained its enviable position.

During the past thirty years Mr. S. has had the patronage of the Governors of the Province, the naval and military commanders-in-chief, the regimental messes, the naval and military authorities at Bermuda, officers' messes of H. M. ships on this station, and the Cutward steamers. He has also been honored with the patronage of the representatives of British Royalty during their several visits, and furnished the public banquets given in their

honor, and had the supplying of the Prince De Joinville fleet on the occasion of its visit to Halifax harbor, and of various national vessels of foreign powers when visiting this port.

### JOHN TOBIN & CO.

THE late John Tobin, the founder of this firm, afforded a fine example of the solid success which is achieved by steady industry combined with judicious enterprise. Upwards of forty years ago he commenced at this stand as a young man, and on a small scale, a business which to-day extends throughout all the Maritime Provinces. The business was made on this site, and the building was extended from time to time as the emergencies of the case demanded, until the present goodly proportions have been attained. The sagacity of the founder was shewn in the central position selected by him,—for it is as near as possible to the dividing line between "north" and "south." Fronting on the thoroughfare of Water Street, at its rear is the harbor with all the necessary facilities for receiving and shipping goods. Mr. Tobin rose to a position of political and social as well as commercial influence by his talents, his suavity of temper, and his great generosity. He died, universally regretted, in 1869. He had been for many years one of the representatives of Halifax in the Legislature, and his views on political economy invariably exercised great weight with men of all parties.

The business passed into the hands of Mr. Tobin's nephew, Mr. Michael Dwyer, an active and energetic man, possessed of many of the founder's best points,—who had been in the establishment from boyhood, and had become thoroughly initiated into all its ways. The firm now consists of the two brothers, Michael and James Dwyer, under whose management the high reputation of the house is successfully sustained. In one sense it was no easy task to be John Tobin's successors, for he had personal qualities that charmed the most cautious and hard headed of customers, and his place missed him sorely; but the Brothers Dwyer have proved themselves worthy successors of a very worthy man, and their success was never a matter of doubt.

As wholesale grocers they deal largely in all the varied qualities of teas, in demand in this market. They import extensively from the West Indies all "West India goods,"—and the reader knows what a list of important articles is contained under that term. They deal also in wines, brandies, whiskey, &c., &c.

Flour and breadstuffs of all sorts they import from the Upper Provinces and the United States. Their trade is strictly wholesale, and their dealings are extensive in the city, in the various centres of business throughout the Province, in P. E. Island and in Newfoundland. We have not entered into detail as to the wide range of goods dealt in by this firm; but we may say in a word that no dealer need be afraid that his order will be returned unfilled, however varied or extensive.

## HARDWARE, ETC.

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THE Hardware trade is, in all civilized countries, of the very highest importance. Strictly speaking it is the trade in articles made of iron, copper or brass such as locks, keys, anvils, shovels, axes, &c. It is commonly understood as embracing a very wide and varied range of articles, and the hardware merchant is expected to supply goods in the "hardware line" from a carpet tack to a ship's anchor. No house, large or small, can be built, no door hung on its hinges, no window glazed, no fire built, no dinner cooked, without "hardware." The lumberer's axe, the carpenter's numerous tools, the farmer's implements,—all come from the hardware store. The sadler, the carriage builder, the undertaker, the cabinet maker, the ship-builder,—aye, and the mason and bricklayer, must look to the hardware merchant as his indispensable ally. The same may be asserted of all or almost all trades and modes of earning a living, from the fisherman and the roving sportsman to the blacksmith, the ship-carpenter, and the railway contractor.

Halifax has a number of very substantial dealers in Hardware and Ship Chandlery, branches of trade which almost always go hand in hand. The enormous extent to which ship building has been developed throughout the Province has called for ample supplies of ships' fittings, castings, rigging material, &c. The construction and maintenance of Railways also tend greatly to increase certain lines of the hardware trade. The subjoined notices will fairly indicate the extent and the profitable character of this very important department of trade and commerce.

### E. ALBRO & CO.—ESTABLISHED 1841.

THE name of Albro has been long and honorably associated with the hardware business of Halifax. In 1831, Edward Albro, the senior partner of the existing houses, was admitted a member of the firm of John Albro & Co., then carrying on the hardware business, in the stone building on Hollis Street, opposite the International Hotel. In 1840 a more eligible stand in Hare's building, in the Market Square, was occupied. In the following year Mr. Joseph Wier was taken into partnership by Mr. Albro, under the firm of Edward Albro & Co. In course of a few years the very valuable properties at the head of Mitchell's wharf, and the corner of Hollis and Duke Streets, were purchased and occupied as branches of the business which still had its headquarters in the Market Square. The branch at

Mitchell's Wharf was under the management of Mr. Wier, under the firm of Edward Albro & Co., while the Hollis Street branch was in the hands of James Wallace & Co.,—afterwards Albro & Co., then Albro Son & Co., and now Albro & Sons. The firm of Edward Albro & Co., was dissolved on the 31st Dec., 1875, in consequence of Mr. Wier's protracted ill health. Mr. W. E. Wier who was admitted a partner in 1870 also retired at this time. H. H. Fuller & Co. was another branch from the Albro stem, but a separation took place some years ago by the retirement of Mr. Fuller.

The premises at Mitchell's Wharf, Water Street, are extensive and admirably suited both as to arrangements and location to meet the requirements of the hardware and ship-chandlery business. The warehouse is stored with an immense supply of all the materials required in ship building,—cordage, naval stores, cables, chains, and anchors, &c.

The floors, racks, and shelves, and show cases "groan" under the abundance and variety of goods. Here the miner will find what he needs,—shovels, hammers, picks, lamps and lamp wick, &c; so will the blacksmith, the farmer, the tinsmith, the householder, the carpenter, the carriage maker, the undertaker, the lumberer, the ship builder, the fisherman and the sportsman, the painter, the locksmith, the sailor, the plumber, the machinist, and the engineer builder. Here are Walker's patent logs and sounding machine,—hand lines, long lines, and deep sea lines, Fairbanks' scales, and a full stock of all the articles, large and small, usually found in hardware and ship chandlery establishments.

Let us now glance at their extensive and well stored establishment on the corner of Hollis and Duke Streets, and bearing the appropriate name of "Birmingham House." In the cellar is to be found bar iron of all sizes, steel and hoop iron. On the first floor is a splendid assortment of shelf goods and cutlery. On the second floor are nets, lines and twines of all sorts, and a large assortment of hollow ware,—also lead in pig, pipe and sheet, zinc, horse shoe nails, &c. The third floor presents an array of hollow ware, with capacity from half a gallon up to 50 gallons,—fuse for blasting, canvas, &c. There is a fine display of farming implements; carpenter's, blacksmith's and tinsmith's tools.

The warehouse is a large stone building, Nos. 223 and 225, Hollis Street. In the cellar are oils, whiting, and naval stores. On the first floor you find sheet iron of all sorts, tin plates, paints, putty, &c. The second floor is largely taken up with window glass of all sizes from 9 x 7 to 48 x 32 inches. The third floor is mainly devoted to cordage in all varieties.

The firm formerly owned a large Tannery, conducted by Mr Robert Albro,—situated at Turtle Grove—now occupied by Fraser, Oland & Co., Brewers. The cut nail manufactory (water power) also located at Dartmouth, south of Turtle Grove, is capable of turning out two tons of nails per day, a splendid article, for which the firm were awarded a First Prize at the Industrial Exhibition of Nova Scotia of 1878. The machinery is of the very best description.

## BLACK BROTHERS &amp; CO.

THIS House, which takes rank with the foremost firms in Halifax, has a history nearly as old as the oldest. Early in the present century it was customary for mercantile establishments to issue copper half-pennies which served at the same time as public currency and as an advertisement for the business of the issuer. Coins of this description, dated 1816, and bearing the insignia of W. & S. Black, wholesale and retail hardware,—scythe, cask and sickle on one side, and on the other a representation of their warehouse on market square,—are still among our city curiosities. The origin of the House is therefore anterior to the date on these coins. Its founders were William A. Black (long known as Hon. W. A. Black) and Samuel, his brother. Samuel died in 1826. The surviving brother's son, Benjamin E. Black, then became a partner, and the firm was known as W. A. Black & Son. The venerable founder of the firm, Hon. W. A. Black, retired in 1840. Three of his sons then combined as Black and Brothers. The eldest brother died in 1851, and the firm for the two following years was known as Black Brothers. In 1855 the house became known as Black Brothers & Co.,—Messrs. Charles H. M. Black and George J. Troop being admitted into the firm. In 1868 Mr. M. F. Black retired and Mr. W. J. Lewis, son-in-law of Hon. W. A. Black, became a partner. In 1871 both the remaining brothers, Messrs. W. L. and Charles H. M. Black, retired, leaving Messrs. Troop and Lewis sole partners. The senior member, Mr. Troop, has been in the House since 1842.

In 1850, the Black warehouse, which occupied a prominent place in the market Square, was destroyed by fire. Up to this date the business of the House was confined chiefly to hardware. The fire led to a change of locality and to the embracing of a wider range of operations. Large, substantial and commodious brick buildings were erected in Water Street. Ship-chandlery then sprang into due importance, and the transactions in this department bear comparison with those of any House in the city.

We need not enumerate all the buildings, capacious and convenient, which fully occupy the head of one of the best wharves in the harbor. This wharf affords ample accommodation to the extensive shipping of the firm, and affords every facility for handling the heavy goods in which they deal.

The warehouse affords ample room for an accurate and convenient classification of the various lines of goods. Each department has its separate loft or section. Ship-chandlery of necessity claim much space, and to that business a large part of the premises is devoted. The north front store contains smaller ware with shelf goods. Appropriate lofts are assigned to Russia cordage, hemp rope, oakum, canvas of all makes, sheet and hoop iron, cut spikes and nails. The ground floors are occupied by the heavier materials, such as bar iron, cables, wire rope and anchors. Oils, varnishes, and naval stores have their place in the buildings. Every article entering into a ship's outfit is here ready for the purchasers.

The hardware department, comprising English and American manufactures, has its headquarters in the south front shop. Here the purchaser's eye meets with all the shelf goods he care to desire to see. The balance of the stock is bestowed in the lofts. One section is devoted to Saddlery hardware. The farmer finds scope enough for his powers of selection in the fine stock of agricultural implements. The fisherman can get all the nets, lines and twines and other goods that are needed in his work. The glazier also will find an ample supply of English and American window glass.

This house has the agency for the Mt. Vernon (Baltimore) cotton duck, and of P. H. Muntz's bolt and sheathing metal. Messrs. Bullivant Allen, London, manufacture the patent steel wire ropes, now largely used by the royal navy as well as in the mercantile marine, for cables, towing hawsers, and other purposes. For this patent steel wire Black Brothers & Co. are agents.

The house's record of over fifty years has been highly honorable and creditable alike to the intelligence, the integrity and the enterprize of those who have controlled its operations.

#### H. H. FULLER & CO.—HARDWARE, ETC.

Mr. H. H. FULLER at fourteen years of age, in 1842, entered the hardware establishment of Messrs. James Wallace & Co., and served in this and the succeeding firm of Messrs. Albro & Co., for fourteen years, acquiring a full and thorough knowledge of the business.

In 1856 he set up business with Messrs. Albro & Co., as partners, under the style of H. H. Fuller & Co., in Market Square. Being burnt out in the fire of 1860, the firm carried on business in Hollis Street, and at the dissolution of the firm Mr. Fuller removed to the present location, No 45 Upper Water Street, at the head of Power's Wharf, where he continued the business under the old style of H. H. Fuller & Co.

The firm do a general hardware business, dealing in all the usual lines of such an establishment. In their shelf goods the best British and American manufactures are represented, together with Carpenters', Coopers', and other tools. Their stock also comprises lead pipe, sheet lead, tin, zinc, roofing materials, window glass, paints, oils and varnishes, in which last they are agents for and deal largely in the celebrated manufacture of Nobles and Hoare, of London.

They have also a full line of mill supplies, comprising up and down and circular saws of the best English and Philadelphia makes, files, oils, and a line of the superior beltings of J. B. Hoyt, of New York.

The iron department embraces Russia and common sheet iron, and a full assortment of bar iron and steel of the various grades. This stock also extends partially into ship-chandlery and fishing goods embracing cordage, nets, lines and twines, and naval stores, agricultural implements, grindstones, etc., are also in stock.

They supply largely the City Board of Works, and government works, and the gold mining operations with powder, drills, &c. Their trade extends along the coast, east and west, and is constantly increasing. An intimate and thorough acquaintance with all the details of the trade, superior goods in the several lines, and fair and honorable dealing have given this house a high mercantile standing and a deserved success.

#### PICKFORD & BLACK-SHIP CHANDLERY.

Mr. ROBERT PICKFORD entered the establishment of Messrs. Stairs, Son and Morrow in 1853, where he had the charge of the ship-chandlery department for nearly twelve years, and acquired a thorough knowledge of all the details of the business.

In 1870 he set up for himself in the same line, in connection with ship groceries at the head of Bennett's Wharf, but relinquished the grocery branch in 1873. The next year he erected his present warehouse, Nos. 12 and 18 Upper Water Street, and occupied it early the following year. In a few months afterwards he was joined by Mr. W. A. Black, grandson of the founder of the house of Black Brothers, where he had the benefit of long service, and for a number of years had charge of the ship-chandlery department.

The building occupied by this firm is 60 x 40 feet, of four stories in height, having a fine street frontage, and with the basement contains five floors with twelve thousand square feet for the convenient arrangement of their goods, the whole being planned and finished under Mr. Pickford's supervision, and adapted expressly to the requirements of the trade. In this respect it is a model of its kind.

One half of the first floor is devoted to the small wares and shelf goods required in their line, and in the rear are the counting rooms, which are finished in ash and black walnut. The adjoining half of this floor is occupied by chain cables, wire rope, and the heavier goods, with appliances for their easy handling. It has large doors by which teams have access to the premises from the street to deposit or receive these goods, as well as those stored on the upper floors which are connected by an elevator.

In the upper lofts, classified and arranged in due order, are a full line of cordage, nets and lines, canvas, and paints, oils, and naval stores occupy the basement. Their stock is of the best manufacture, selected with the greatest care and with a full understanding of the demands of the trade.

Messrs P. & B. are general agents for the Dominion of the celebrated Tarr and Wonson's Copper Paint, a preparation which has been coming into general use for several years, and been acknowledged by all who have tested it as superior to any other for vessels' bottoms, being a sure protection against worms, grass and other injurious corrosive agencies. Its cheapness and the ease of its application, together with its efficacy, com-

mend it to vessel owners. They have also always on hand a full and complete stock of the superior canvas, known as the Woodberry Cotton Duck.

This young and enterprising firm, with their thorough practical acquaintance with the trade and diligent application, can hardly fail to make their mark. Their trade is in all the ship building ports of the Province.

#### WM. STAIRS, SON & MORROW.

WITH solid ability, the growth of many years, this House combines the energy, the enterprise and the progressive spirit characteristic of early manhood. It was originated by the old Glasgow firm of Kidstons before the commencement of the present century. The noble iron ship *Roseneath*, which comes to Halifax twice a year heavily freighted with Glasgow goods, is the sole and stately survivor of a line of Packets established to connect the Scottish firm with its trans-Atlantic representative. Mr. Wm. Stairs, a native of Halifax, entered the services of the Scottish firm, and continued in it till, when the members of that firm retired to Scotland, he undertook the business for himself, about sixty-five years ago. To this day the house of Stairs, Son & Morrow represents the eminent Glasgow firm referred to.

Mr. William J. Stairs, senior member of the present house, entered at the age of fifteen as a clerk in his father's establishment. He became practically acquainted with every detail of the business, and in 1841 he was associated with his father under the style of William Stairs & Son. A younger brother, Mr. John Stairs, subsequently joined the firm, and after a connection lasting nine years, retired and set up for himself in the hardware business. In 1856 Mr. Robert Morrow, of Halifax, a business man of varied accomplishments, was associated in the firm which then took the style of Wm. Stairs, Son & Morrow. In 1865 Mr. William Stairs died, full of years and honours.

More recently Messrs. John F. Stairs and James W. Stairs, sons of W. J. Stairs, and thus representing the third generation, were admitted into the firm. Mr. John Grant has been at the head of the Counting-Room for nearly forty years, and is thoroughly identified with the House and widely known in business circles.

The merchants of a past generation were accustomed to deal in British goods in all their multitudinous variety,—cottons, linens, silks, cloth, pins and needles, groceries, hardware, stationery, &c., &c. Some forty years ago the advantages of classification and "division of labor" began to be recognized, and merchants felt to some extent, the necessity of choosing distinctive lines of business. In 1836, acting up to the spirit of the time, this house began to devote special attention to the hardware business. In 1844 it made a speciality of ship chandlery and outfits. Its boldest and noblest enterprize was the establishing of the extensive Rope Works at Dartmouth.

The head office of the house is at No. 74 Bedford Row. The department devoted to ship chandlery, ships' outfits, and fishery goods, occupies



the opposite building, at the junction of Bedford Row and Water Street, and is under the charge of Mr. Morrow. Here is to be found at all times a full stock of the best British and Foreign goods that belong to this important line of business. The ample and varied supply of cordage is from the Rope Works of the firm at Dartmouth, which is under the management of Mr. John F. Stairs.

The Iron and Hardware Department is under the special management of Mr. James W. Stairs. It occupies the premises at the corner of George Street and Bedford Row, and also an extensive warehouse on Water Street, opposite Long Wharf. In this warehouse are the heavier goods of the Hardware and Ships' Outfits Department,—Scotch and other pig iron, round and flat iron, anchors and cables, &c., of the best English manufacture. Here also is a full supply of Belgian Zine, and the celebrated Muntz Sheathing Metal, of which this house has the sole agency for the Province. The warehouse is well supplied with the most approved appliances for the easy handling of heavy goods. Besides the places already mentioned, the firm have a bonded warehouse in Lower Water Street, and a depot of naval stores in Upper Water Street.

Ample prosperity has crowned the enterprises of this house. Its whole career hitherto can be quoted as a fine illustration of the success which attends unblemished integrity, honest industry, and intelligent enterprise. The senior member of the firm is President of the Chamber of Commerce, Vice-President of the Starr Manufacturing Company, one of the Directors of the Union Bank, and is prominently connected with several other financial and industrial organizations.

## HALIFAX HOTEL.

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A DESIRE to secure improved hotel accommodations, of which it is evident there was a conspicuous need, led to the erection of the Halifax Hotel in 1833 and its furnishing and opening in 1841, by a joint stock company, the shares in which were £5. The lessees were two New York men—Messrs. Hinckley and Parker—who brought with them to act in a subordinate capacity the present proprietor, Mr. Henry Hesslein. The house proved too far in advance of the patronage of the times, and after two years they succumbed under their load. They were succeeded by several other lessees who met with no better success.

No one caring to follow in their footsteps, the house was closed about 1852 for several years, and sold, to satisfy a heavy mortgage, to Hezekiah Cogswell the mortgagee. The shareholders never received anything on their investment beyond an excellent dinner which signalized the opening of the house in 1841. Subsequently, on the burning of the North Barracks with the Officers' quarters, the house was rented by the Government for the accommodation of the Officers and was thus occupied for several years, Mr. Hesslein having charge of the mess. It was then closed again till 1861, when Mr. Hesslein had the courage to take a five years' lease.

His humble means admitted of furnishing less than a dozen rooms, and it was a hard struggle for two years or more. Halifax seemed to be left out in the cold by the travelling public, and at one time, in a summer month, there was but a single transient guest in the house. The tide, however, soon turned, and in 1864 when there was more than usual military activity in the city, and the yellow fever brought the blockade trade hither from Bermuda, hotel business became as prosperous as could be desired, and the "Halifax" rapidly made amends for the failures of the past and amply rewarded the courageous and deserving landlord.

At the expiration of his lease, Mr. Hesslein purchased the property, and in 1868 erected the brick south extension, containing 32 rooms. The frontage of the hotel on Hollis Street, the principal business thoroughfare of the city, is 156 feet, with north wing 90 feet, and south wing 70 feet deep, four stories in front and five stories in the rear. The whole number of rooms is 120, of which 95 are dormitories and the rest distributed into public and private parlors. The large dining hall is a finely proportioned room, 33 by 60 feet and 19 feet in height. The smaller dining room is a snug and comfortable apartment. The corridors are wide, and the guest rooms are large and comfortable, and the whole interior arrangements are well adapted to convenience of management and the proper care of the guests.

In January, 1875, Mr. Hesslein admitted to partnership in the hotel his

two sons—Alexander and Lewis—who have been brought up and are proficient in hotel routine, and who are no less favorably known to the travelling public than the senior proprietor. Since Mr. Hesslein took this house there has been a great increase of public travel, owing to the improved facilities of communication. It is well filled generally, while in summer its accommodations are often inadequate.

Besides the proprietorship of the hotel, Mr. Hesslein's good fortune has enabled him to purchase the ground in the rear of the hotel and fronting on Water Street—to erect on Hollis Street, the "Hesslein Building"—a solid architectural front of three high stories, containing three stores, with handsome offices above, and a fine hall used for Commercial College—and to erect an elegant residence on Victoria Road, which he occupies, although he gives to hotel affairs a portion of his daily care and attention.

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There are other Hotels in Halifax, and some excellent private Boarding Houses. Persons desirous of a change in the hot summer weather from the interior to the cool sea coast, will not be at a loss for accommodation in Halifax where the air is almost always cool and bracing. The time is probably not distant when additional Hotel accommodation will be required. The last ten years probably more than double the demand and supply in the city, and it is not too much to anticipate a proportionate increase in the next ten years. Railway communication is now secure, all the year round, with the heart of the continent. Steamers multiply on every hand. Men go to and fro as they have done before. The "Hotel" is therefore a necessity, and the better the accommodation afforded to the travelling public, the more likely is the city to be held in kindly remembrance, and to prosper rapidly in a business point of view.

## MISCELLANEOUS.

UNDER this head we place a number of Houses that cannot be more conveniently classified. Each represents a line of business that is of importance to the city as a whole, and each has its peculiar excellence. It will be seen that a wide and varied range is embraced in these notices. We have aimed at doing simple justice to all.

### S. M. BROCKFIELD—BUILDER AND CONTRACTOR.

THE character and style of the buildings in which we work or worship, and the houses in which we live, exert an important influence on our minds and bodies. Honest and intelligent workmanship upon a wise plan in connection with these structures makes all the difference between comfort and safety and health on the one hand, and discomfort, disease, weakness, suffering, misery and premature death on the other. The character of the food we eat is not of more vital importance to our physical and mental well being than the quality of houses in which we live, and there is no class of men in whose integrity and competence the city has a deeper interest than in the Builders and Contractors. Much of the wretchedness and vice that darken the air of large cities arises from the sort of buildings in which the people pass so large a part of their time.

The late John Brookfield, C. E., and Railway Contractor, established himself thoroughly in the confidence and esteem of the citizens of Halifax. He was universally trusted, as an upright man and an eminently competent workman. What he undertook, he always performed honestly and well. His loss was deeply felt in the community, and his memory will long be cherished with deep respect. His son, S. M. Brookfield, was associated with him during the construction of the extensive fortifications of Halifax harbor. They built the new Provincial Building; and also the new Military Hospital, which is perhaps the best of the kind in America. The father died in 1870, and the son continued the business in his own name, and proved himself not unworthy of his antecedents. He completed Fort Massey Church.—an architectural gem by the way. He also erected the private residences of Hon. S. L. Shannon, and Henry Hesslein, Esq. The Young Men's Christian Association Building, the Masonic Hall, and numerous warehouses and buildings, large and small in the city, have been erected by him. He contracts for buildings of wood, brick, or stone, in town or country. Last year he erected the Cable Station at Torbay, 90 miles east of Halifax,—for the Direct United States Cable Company.

He has a steam mill in constant operation in his lumber yard and premises off Inglis Street. Here all sorts of joiner work for houses, churches, shops, school houses, &c., are manufactured. For example, he has at this moment an order for all the exterior and interior of the roof for the new Roman Catholic Church at St. John's, Newfoundland.

Brookfield, Romans & Co. have at Virginia Wharf, Upper Water Street, a very convenient and serviceable depot of all materials required in house building. They deal in lumber, cement, lime, and other sorts of building material. They have a steam mill on their wharf where all sorts of wood work can be promptly dressed and manufactured to order. Having ample wharf accommodation for vessels of any size, they can ship lumber manufactured or in the rough, direct from their wharf without the delays and charges of cartage.

#### GEORGE DAVIDSON & CO.—CROCKERY.

MR. DAVIDSON started in the Crockery business in Argyle Street in 1868. He moved to his present stand in 1872. Mr. Jennett was in partnership with him at the time, but sold his interest in 1873 to Mr. Thomas Jones, who is the present partner.

The premises occupied by their trade has a frontage of forty feet and depth of one hundred and twenty, consisting of four stories which are filled with a complete assortment of china, glass, and earthenware, cutlery, fancy goods, electro-plate ware, ornaments, lustres, &c., for the wholesale and retail trade, the establishment being finely fitted up and adapted to the requirements of the business.

Their stock of glassware is very extensive, exhibiting a full line of cut glass, of every variety of pattern and style, selected with much care in the English market, and representing American manufacture in the cheaper grades. One must be difficult to please whose taste cannot be suited in this department.

The potteries of Staffordshire are fully represented in their assortment of white and printed ware—Hanley in Rockingham and common-C. C. ware, and Burslem in its fine china goods, as well as the choicest of French manufacture, dinner, dessert, tea and breakfast sets in china, granite, lustre bands, &c., of exquisite design and finish, may here be found for the use and adornment of any table. Chamber ware, plain and adorned, toilet goods of the finest European make, and an ample supply of fancy goods from the London market and representing the finest of Bohemian, Belgian and German goods make a fine display.

The cutlery and table ware department is filled with the product of the Sheffield manufactories, interlined with the best American makes, and a choice and varied line of Birmingham hardware is also in stock. English and American goods are also largely represented in electro-plate, while American manufacture is exclusively relied upon for lamps and chandeliers.

Among the beautiful and artistic fancy goods, with specimens of which his windows are adorned, fine Parian ware recommends itself in classic and elegant forms, while in vases, ornaments and lustres the display is brilliant and splendid, and equal to the decorative demands of the parlor, chamber or boudoir.

The common stone and earthenware is from the Enfield Pottery. In all the articles in household use, usually found in their trade, a full and varied assortment is always kept in stock. Their market extends throughout the Province and Prince Edward Island, with a fine and growing retail city trade.

#### FREEMAN ELLIOT-FURNISHING GOODS.

At 163 Hollis Street, just opposite the Club House, may be found the Gentlemen's Furnishing and Ready Made Clothing Emporium, which was opened by Mr. Freeman Elliot in 1867, after a previous six years' training in the business. Here a gentleman, be he old or young, slender or bulky, can be completely fitted out from head to foot (except in the leather line), and in fabrics and style of make up, which cannot fail to suit the varied taste of customers and the requirements of the changing season.

In underwear are found flannels, pure and mixed, of all descriptions and weights, and the finer fabrics in this line, together with a very full stock of first class hosiery from the well known London establishments of Morley & Co. and Cartwright and Warner.

The shirt department occupies a large space, and is well stocked with a fine assortment of goods, in white, and fancy, in linen, cotton and woollen, of all sizes and in great variety of style. Having one of the best shirt makers in the city, Mr. Elliot does a large business in custom manufacture for those who wish to vary from the trade style or wish to adhere to their own. His ready made shirts are mostly imported from London, though Canadian and American makes are kept in stock.

The order of dress now introduces a full assortment of the finest linen collars and wristbands, of great variety of style, of English manufacture, while in the paper article he has an unsurpassed stock of American goods, particularly dealing in the Elmwood, Warwick, Stafford and Chesterfield.

The ready made clothing department contains gentlemen's wear, wholly of London manufacture, consisting of pantaloons, vests, coats, overcoats and ulsters, of various grades and thorough make; and a specialty is made in boys' clothing, of which Mr. Elliot has the best London styles. Rubber clothing is also represented, including besides the common makes, the finer Paramattas.

Gloves in kid, calf and cloth of the best French and English makes, scarfs, neckties, silk and linen handkerchiefs, shoulder braces, silk and alpaca umbrellas, shirt and collar studs, scarf pins, purses, brushes, and a full assortment of walking sticks and other small wares are in stock; to which is soon to be added a full line of English and American hats and

caps. The only remaining want for the traveller is a trunk, valise or satchel which may also here be found of domestic and English and American manufacture.

Mr. Elliot replenishes his stock fortnightly by the English mail steamers, and thus keeps up with the latest novelties and the freshest goods. He understands every detail of his business and the selection of goods, and so far as dress makes the man, Mr. Elliot makes a large contribution towards the improvement of Society.

#### ARTHUR FORDHAM—LEATHER AND SHOE FINDINGS.

THE business of Mr. Fordham is another illustration of the tendency to classification in trade which is year by year becoming more prevalent. The manufacture of leather goods occupies so prominent a place in the domain of necessity as to open an ample field for the supply of the Sons of Crispin with all the materials requisite for their work.

Mr. Fordham had a full apprenticeship as carrier in London, where he learned the whole outside and inside of the trade, and afterwards served at it for some time in Canada and in the States. Coming to Halifax, he clerked for some time with Mr. James Stanford and set up his present business, at 132 Upper Water Street, in 1867, which has constantly grown under his competent and attentive management.

He deals in all the grades of English and domestic sole leather and receives and sells on consignment the product of Nova Scotia tanneries. He also carries a large stock of upper leather, of the best foreign and domestic makes, consisting of buff, pebble grain and other grades, and representing the finest manufacture of French waxed and patent calf, and French kid, and roans of all colors. In his stock also the manufacture of New Brunswick is represented in patent and enamelled cowhide.

He also keeps in stock English fitted uppers, of the best material and workmanship, also French calf fronts of superior make, which are afforded cheaper than the craft can manufacture them here, and only await the orders of their customers to be bottomed and finished off.

His lasts are from Canada and Truro, which latter place furnishes his pegs, while the New Brunswick factories supply his nails. Machine thread of all kinds, webbing, etc., make up the line of shoe findings, together with blacking, dressing and leather preservatives.

Mr. Fordham's establishment not only supplies all the materials for the shoe making craft, but all the tools of the trade, and the shoe maker may here equip himself with every appliance and material for putting himself and his customers on a sure and comfortable footing.

Mr. Fordham carries a large stock selected with great care and finds an increasing market throughout the Province.

**BENJAMIN GODKIN—MERCHANT TAILOR.**

THOUGH the requirements of the multitude necessitate the manufacture of ready made clothing by large establishments employing hundreds of operatives, with the aid of the sewing machine which has revolutionized the trade, and where garments are cut out a half dozen thicknesses from patterns,—there will always be in every city a large class who adhere to the ancient mode, and who will be content with nothing short of selecting the material and leaving their measure for a fit made up in a corresponding style of excellence.

For the accommodation of this class of customers, Mr. Godkin holds himself in constant readiness. Although a Halifax boy, he went to the tailor's trade, at fourteen years of age, in Prince Edward Island, which he subsequently pursued in the best establishments of New York, Newark and Boston, and thence returning to Halifax and serving in one of the oldest and best tailoring establishments in the city, was admitted to partnership. This was continued for five years, when he bought out the business in 1868, and soon purchased the premises at 169 Hollis Street, which he fitted up and mostly occupies for his trade and work rooms. He thoroughly learned every detail of the business and has had twenty-seven years' experience as a cutter.

As has been intimated he does a first class merchant tailoring business, employing ordinarily about thirty hands, comprising a cutter of long experience and the highest reputation, several first class press men and the most competent seamstresses. None but first class work is allowed to go from the establishment, which has built up a fine business in exclusive custom work and to the satisfaction of patrons who desire and will have nothing but the best workmanship.

His stock of cloths are all of his own importation and represent the best goods of West of England in broadcloths, doeskins, coatings, trousers, tweeds, and the lighter vestings of French manufacture from which the most fastidious cannot fail to make a satisfactory selection, while the efficiency and skill of the operatives will do the rest.

Mr. Godkin probably does the largest custom tailoring business in the city, and under his personal care and intelligent judgment of goods it will not probably be more limited in the future.

**E. MORRISON & CO.**

No position could be more favourably situated for the transaction of the business in which he is engaged than Mr. Morrison's. Here he is, close to Dartmouth Ferry Wharf, the Market Slip, the Green Market, the Custom House, the Post Office. The Market Wharf, which he occupies, is probably the largest single wharf in the city,—and it is the most central. It is ordinarily crowded with vessels loading or unloading, from all parts of the Province and from P. E. Island. It would be impossible to find in the city



a busier scene than is presented by this locality, especially on market days. Mr. Morrison commenced business some twenty years ago, in connection with the firm of T. & E. Kenny. Under Mr. Morrison's able management the business developed to its present independent and extensive proportions. About six years ago he removed to the premises now occupied and owned by him, and a more advantageous site he could not have chosen.

As a General Commission Merchant, Mr. Morrison receives consignments of cargoes, especially from P. E. Island. The quantities of oats, barley, potatoes, pork, and other kinds of produce from P. E. Island, disposed of by him would be almost incredible, unless one were to witness also the scores of well laden vessels that in their season crowd this far-reaching and commodious wharf.

Mr. Morrison makes a specialty of Feed, of which his supplies are always ample,—such as oats, chopped feed, corn, bran, shorts, middlings, &c. He deals largely in corn meal and flour of all grades, consigned and imported chiefly from Ontario, but to some extent from the United States. He deals in provisions of all kinds, such as pork, hams, barrelled beef, lard, butter, cheese, &c. He has for some time imported pork in carcases from Ontario, for use here by the retail dealers.

While the P. E. Island trade to Halifax is very largely in Mr. Morrison's hands, his trade extends to the interior of Nova Scotia, to the ship building and ship owning districts, and all along the coast. His central position gives him special facilities for receiving and delivering goods.

He deals largely in sugars, teas, and all kinds of groceries; and the best proof of the quality of his goods is the satisfaction afforded to customers and their steadily widening circle in town and country. All in all Mr. Morrison is evidently at the head of a prosperous, a substantial, an advancing business.

#### R. B. MACKINTOSH—SUGAR AND COMMISSION.

SUGAR has long since become one the necessaries of civilized life. Most people take to it from their earliest years, and continue its use as long as life lasts. There are few too poor to indulge in it. Thus it has come to be one of the great staples of modern commerce. Governments raise large revenues from taxes on sugar, and manufacturers, refiners, and wholesale and retail merchants make their share of profits on it. In Halifax the sugar trade has been of very great importance, though at present, owing to peculiar fiscal regulations, it is in some of its branches seriously deranged. The West India merchants usually brought return cargoes of sugar or molasses to this port, and a large proportion of these cargoes generally reached the refineries of Montreal. For the time being this trade with Montreal is at an end; the refineries are closed; and in Canada we consume sugar refined in other countries.

Important as the sugar trade is in every community, it remained for Mr. Robert B. Mackintosh to start three years ago as the first distinctively

Sugar Merchant in Halifax and perhaps in the Dominion. He occupies a handsome three-story brick warehouse (Nos. 253 and 255 Barrington Street), on one of the leading thoroughfares of the city. He conducts his business strictly on a cash basis, and the result has proved perfectly satisfactory.

While he is specially a wholesale sugar merchant, he does a large commission business and keeps in stock a full line of groceries. He receives consignments of country produce, and from his extensive city connections he has special facilities for disposing of such goods.

His stock of sugar is by far the most varied in the city and his assortment is the largest. He offers his customers their choice of from twelve to twenty different grades,—Pulverized, Crushed, Powdered, Granulated, Coffee-Crushed, Vacuum Pan, Porto Rico-Refined, Barbadoes, Demerara, Cuba, &c., and most of these in various grades. Samples are promptly mailed to any address. A peculiarity, very acceptable to his customers, is that no charge is ever made for truckage or wharfage.

Mr. Mackintosh deals in confectionary and syrups manufactured in the city from his own sugars.

His trade already extends to nearly all the towns in Nova Scotia, and to New Brunswick, P. E. Island and Newfoundland, while orders have come to him even from the Province of Quebec. The remarkable success which Mr. Mackintosh has met with, shows that there was a field to be occupied, and that it has been occupied by a man of energy, integrity, and intelligence.

#### G. & T. PHILLIPS—BOOKBINDERS, &c.

OVER forty years ago, Mr. George Phillips commenced Book-binding in this city. He retired from business about twelve years ago, and was succeeded by his sons, who constitute the present firm. They conduct their business at the corner of Granville and Sackville Streets,—a central and convenient spot. Their establishment is equipped with all the usual labour-saving contrivances, pertaining to their craft,—for folding, sewing, stitching, trimming the edges, rounding and backing, cutting and fitting boards, marbling, gilding edges and lettering. Of course, keen eyes and skilful fingers must ever come to the aid of the mindless machinery. They bind publications of all sizes, from the smallest pamphlet to the portliest folio. They rule and bind Blank Books for Banks and business purposes generally.

This firm also makes Paper Bags of all sizes, capable of containing from one-fourth of a pound to thirty-five pounds. For the manufacture of these bags they have a Machine, the only one of the kind in the Maritime Provinces. A roll of paper measuring many yards is placed on a spindle in the Machine which then takes hold of one end of the roll, pastes, folds, cuts, and dries,—and turns it out a perfectly finished bag. The Machine is an exceedingly ingenious one, and it turns out bags at the rate of 2000 per hour. These are sold not merely in the city but in all parts of Nova Scotia.

### JAMES REARDON—PAPER HANGINGS, &c.

WE want comeliness and beauty as well as comfort in our house, churches and public halls, and no man in Halifax ministers more liberally and successfully to the sense of the beautiful than James Reardon, whose establishment occupies a central and eligible site at 40 and 42 Barrington Street. Mr. Reardon commenced business twenty years ago, and he has gradually, by close attention to his business attained to his present highly respectable position.

His business is threefold,—paper hanging, painting, and glazing,—and his premises are subdivided in adaptation to its requirements. The basement is used for the storing of his ample supplies of paint, oil, &c. The south shop from the first to the third floor is devoted to the exhibition and storing of his paper hangings; and the north shop to his glassware, paints, oils, &c.

The Paper Hangings comprise every variety—costing from 4 cents per roll to \$5,—and from the plainest to the most ornate. The purchaser, if puzzled at all, will be puzzled by the “embarrassment of riches.” There is so much to select from that it may be difficult to make a choice. At one moment you seem to wander in classic halls among the mementos of the past. In the next, you are transported into gardens where the roses are blooming, or, into fields where the full-eared wheat is bending to the breeze. Here are offered for sale decorations, hangings, fresco imitations, panel paper in velvet and gold, fresco and gold, oak and marble, wood imitations, walnut, mahogany, bronze and gold, and much else, many tinted and picturesque, that we cannot undertake to describe.

As a Painter, Mr. Reardon occupies a place second to none in Halifax. He imports his own paints, oils, varnishes, &c., and is therefore in a position to do his work at reasonable prices. He employs skilful and trusty workmen.

Mr. Reardon also stands prominent as a glazier. His stock in this line is varied and complete, comprising all sizes of glass, from the smallest to the largest,—and from the thinnest to the thickest. He deals in stained, enamelled and plate glass; also in window shades of which he keeps a very large and very beautiful stock.

Mr. Reardon deals wholesale and retail in paints, varnishes, lead and oils, dry colours, English gold and silver leaf,—paint brushes, varnish brushes, pencils, and, in short, in all painter's materials.

Thus, in this establishment there are ample resources for beautifying houses and public buildings outwardly and inwardly. About thirty-six men are employed in the varied lines here represented,—and all under the thorough personal supervision of Mr. Reardon himself. While most of his business is confined to Halifax, it is gradually embracing a wider range, reaching, especially in the Paper Hanging department, to many of the rural towns and villages.

**GEORGE RENT, JR.—KITCHEN FURNITURE.**

BEFORE this establishment was started the various goods which enter into the complete equipment of a first class kitchen, and without which house-keeping would be difficult, were found mixed up in various lines of trade from which, with considerable trouble, the selection of the requisite articles was made. Now, in all the large cities, this trade has become a special branch—a change which greatly subserves the public convenience.

Mr. Rent having had an experience in the ordinary stove and tin-ware business, and seeing the want of an establishment specially adapted to kitchen furnishing, commenced on his own account eight or nine years ago on Water Street, whence he removed to Sackville Street, and four years ago to his present stand at 29 and 31 Barrington Street, occupying premises of four flats, and soon to be enlarged and with ample warerooms and workshops, making the largest and best establishment of its kind in the Lower Provinces.

In his extensive catalogue are enumerated with convenient classification all the various culinary articles and apparatus in which inventive genius has busied itself to promote family comfort. He has all the best American and Canadian makes of cooking stoves and portable ranges and all the novelties in this line, as well as all the leading Baseburning hall and parlor stoves, and the Baltimore fire place heater, so widely and satisfactorily used in the United States. He also deals in the standard furnaces of Richards & Boynton, of New York, suitable for private houses and public buildings, which he is ready with competent workmen to fit up and place in the best manner, as well as to arrange all other stoves and heating apparatus.

Stove furniture, bright tin, Japanned, Britannia, and sheet iron ware and white wire goods of all descriptions, laundry articles—mangles, wringers, polishing irons, fluting machines—wooden ware and all the latest kitchen novelties are among his stock, which, beyond the immediate requirements of the kitchen, extends to a great variety of utensils of household use—such as elegant parlor coal vases, fire irons, spark guards, wire flower stands, baskets, and bird cages, toilet ware, baths, water coolers, ice cream freezers, ice chests and refrigerators in which he deals and which he manufactures of various styles and sizes. Some of these from their admirable construction have the market almost exclusively and find their way to Bermuda and the West Indies. His meat safes, composed wholly of metal, and far superior to any in former use, are largely used.

This establishment being the only one of its kind in the city, all new articles in its line naturally find their way to it first. Many wares are manufactured on the premises by experienced workmen, from twelve to fourteen hands being usually employed, and for excellence of material and workmanship are not surpassed. All articles are warranted to be as represented. Mr. Rent by his care and attention has built up a fine wholesale and retail trade which is constantly increasing.

## S. A. WHITE &amp; CO.—FLOUR, ETC.

THE flour trade of the Maritime Provinces, and especially of Nova Scotia, has of late years assumed a degree of magnitude and importance that gives full scope to the sagacity and courage of the merchant capitalist. Much of the soil by the sea, is unfavourable to the growth of wheat. The wealth of the people is largely wrung from the bosom of the stormy deep or from the bowels of the earth, or from the untamed forest. But the people must have flour—must have bread; and much Halifax capital is engaged in bringing the products of Ontario wheat fields within reach of Nova Scotia consumers. S. A. White & Co., deal more extensively in flour and corn meal than any other firm in Halifax, and it is in this capacity—as a flour merchant—that Mr. White is particularly noted. The firm of S. A. White & Co., was formed about thirty years ago, by Dr. Avery and Mr. White,—uncle and nephew,—the latter being from the outset sole manager, and ten years ago Dr. Avery retired and Mr. White became sole proprietor. They occupy the extensive premises in Upper Water Street, where M. & S. Tobin once conducted business,—including the whole of Tobin's Wharf, a stone warehouse, and five wooden warehouses. The progress of the firm from the first, till this hour, has been steady, and even rapid. No man's business reputation has stood higher than Mr. White's, his thirty years' record being without a stain, and his credit always standing first class.

Prior to the union of the Provinces the importations of flour were mainly from the United States, but Ontario now furnishes by far the greater share. The corn and corn meal are still imported by Mr. White from Baltimore, Philadelphia and New York. For some years he did a large business of grinding corn at Dartmouth and the North West Arm. Recently he has established first class steam mills at Hamilton's wharf, for grinding corn and salt. The mechanism for drying, cleaning, cooling, hoisting, grinding, sifting, &c., is most ingenious and complete. Steam power is made to do all the heavy work. The mills will dry and grind 50,000 bushels in the year, and yet so perfect is the machinery that only three men are required to attend to the whole work! The mills are in charge of an experienced miller, Mr. Graham, who had been for some years in the employ of Holmes and Blanchard, Boston. The salt mill does its work beautifully, crushing the coarse West India salt into fitness for use on fish and meat, or grinding it for butter salt or for use at table. The same steam-power serves both sets of mills. Nothing can be prettier than the golden yellow of the newly ground corn, or the silvery brightness and purity of the salt which has "gone through the mill." The fact that these mills can be advantageously operated in Halifax is a good proof that there is scope here for an indefinite expansion of manufacturing industry and enterprise. What is lacking is men with the pluck and sagacity and patriotism to begin!

Mr. White deals very extensively in West India goods, as well as in

flour, corn, and grain. He transacts a large commission and general business. Tea, sugar, molasses, &c., come within the scope of his operations.

The products of his mills and the goods from his warehouses are sent to all parts of the Maritime Provinces, by sea and land. His kiln dried meal is in great demand, especially in the summer season, when ordinary meal might be destroyed by the heat.

The estimation in which Mr. White is held as a business man is indicated to some extent by the fact that when the leading Bank of the city was threatened with difficulties he was elected one of the new Directors, and he has been continued in the position ever since.

#### WILLIAM CROWE—SEWING MACHINES, ETC.

THE Sewing Machine is an important factor in our modern civilization. Its invention has led to the growth of one of the great industries of the day—the manufacture and the use of the machines. There is no Sewing Machine Maunfactory in Halifax, but there are numerous Agencies—each offering articles of varied quality to the public. Mr. Crowe, whose establishment is at 133 Barrington Street, nearly opposite St. Paul's Church, offers for sale the Raymond Sewing Machine, a Canadian production, which is highly commended by those who have tried it. The Factory is at Guelph, Ontario, and the production averages 500 per week. Mr. Crowe keeps a large stock of Sewing Machine needles, shuttles, bobbins, findings, oil, &c. He repairs machines, and hires machines by the day or the week. He sends needles by mail to any part of the country.

Mr. Crowe imports and deals in Berlin wools and all kinds of fancy goods and ladies' working material. He has the Agency for M M E Demorest's world-famous Patterns and "Monthly Magazine." Mr. C. commenced business in Halifax in 1868. His progress has been steady and sure.

## THE WEST INDIA TRADE.

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HALIFAX has carried on a larger trade with the West Indies than any other port in Canada, and it is surpassed in this trade by very few ports in the United States. The entire exports of Nova Scotia to the West Indies for the year ending Sept. 30th, 1875, amounted to \$2,511,314. The imports from the West Indies to Nova Scotia were \$1,956,127. We cannot get official figures to indicate the precise proportion of the goods represented by these amounts that were exported from or imported to Halifax, but we cannot be far wrong in saying that only a small share belongs to any other port.

Halifax is or should be the headquarters of the fish trade of North America. The finest and most valuable fisheries in the world are within easy reach. Its market is supplied with abundance of fresh fish almost every day in the year. The coast, east and west, north and south, is one vast fishing ground. The inland waters teem with fish. The prolific banks of Newfoundland and shores of Labrador are not very remote. It is somewhat surprising that, with all her unquestionable facilities, Halifax is still without a "Fishing Fleet." This neglect is likely to be remedied, and the sooner the better. It is not creditable to Nova Scotia that so many of her hardy fishermen should have to seek a livelihood in the Gloucester Fleet instead of the "Halifax Fleet" which should be.

The greater part of the fish exported from Halifax goes to the West Indies and consists chiefly of cod, hake, haddock, alewives, pollock and halibut,—all dried; and of pickled salmon, herring, mackerel and shad. The fatter grades of fish do not suit the West India market, and these are accordingly exported to the United States. The canning and exportation of lobsters is a branch of industry of comparatively recent origin, but it has already become important,—the export last year amounting in value to over a million dollars.

The home consumption, especially of fresh fish—is very considerable. A better supplied fish market is not to be found in the wide world—and the fish, being mostly caught within the range of the Arctic current, are of the best quality.

There were engaged in fishing in 1875 no fewer than 574 Nova Scotia vessels, the aggregate tonnage of which amounted to 22,112 tons. There were of boats employed 9,358. The number of men engaged in the work amounted to 23,358. There reside in or near

Halifax 2,554 fishermen, owning 1841 boats, and 72 vessels. The total value of the vessels, boats, nets, scins, &c., used by the fishermen of the Province, amounts to \$1,736,078. Total value of the fish caught,—\$5,574,392.

Most of the fish brought to Halifax is sent to the West Indies. An increasing proportion is exported to the United States, while some ventures are made to the Mediterranean, to Mauritius, and to other far off ports. The West Indies however are emphatically the market for the Halifax fish trade, and Halifax should be the headquarters of the products of the West Indies for the whole Dominion and for the New England States. It bears the aspect from its central position and its facilities for communication in all directions, of having been designed by Providence to collect the products of the northern seas for distribution in the sunny south, and to bring the luscious products of the south within easy reach of the people of the Dominion. Lumber and sometimes potatoes and other vegetables are exported to the West Indies, and sugar, molasses, coffee, rum, salt, and fruit are the ordinary return cargoes.

One of the necessities of the West India trade is more frequent communication. At present there is but a monthly mail between Halifax and Bermuda, St. Thomas, &c. There should at least be a weekly mail. If Halifax is true to her own interests there will be prompt attention paid to the subject of steam communication with the West Indies.

Merchants and political economists are realizing the fact that the permanent prosperity of the city depends on the fisheries and West India trade. If these (either, or both) should be diverted to Boston, or Portland, or Montreal, or to any other quarter, then will Halifax experience a fatal, an irrecoverable shock. The sagacity and enterprise of her merchants will surely save her from a peril which many regard as actually impending.

The reader will gain a fuller idea of the West India trade, in connection with the fisheries, from the following notices of leading firms:

#### ROBERT BOAK & SON.

PROMINENT among West India and Commission Houses, stands the firm of Robert Boak & Son, No. 99 and 107 Lower Water Street. The principal founder of the houses, the man to whose sagacity and business tact its great success is principally due,—is the Robert Boak, Junr. Mr. Boak commenced mercantile life nearly forty years ago, with the late John Esson, in the Grocery and West India business. He became a member of the firm of John Esson & Co. in 1847.



The business increased steadily and rapidly, and in 1854 Messrs. Esson and Boak with Mr. John Taylor, under the firm of Esson, Boak & Co., commenced the West India trade on the present premises. In 1863 Mr. Esson died, and the business was continued under the firm of Boak and Taylor. Shortly afterwards the partnership was dissolved, Mr. Boak continuing the business. In 1871 Mr. Robert B. Boak who had been trained under his father's eye, was associated with him in the firm under the style of Robert Boak & Son. In 1875 the father retired and a younger son, Mr. John A. Boak, entered the firm which still retains the former name.

The large and most valuable property occupied by the firm (owned by Hon. Robert Boak), extends nearly two hundred feet on the water front, with two commodious wharves and four large warehouses (one a bonded warehouse), all three stories high. Two of these warehouses are one hundred feet in length by forty in width. The available floor room is over 40,000 feet, and there is storage for 50,000 barrels. The steamer "George Shattuck" of the Halifax and St. Pierre line, has her berth at Boak's wharf.

In the West India trade the firm sail three swift and well equipped brigantines owned by themselves. A fourth will shortly be added to their fleet. When the business requires it they charter other vessels; and thus their communication with leading West India ports is frequent and remarkably regular. Their outward bound vessels are laden chiefly with dry fish, pickled herring, mackerel, alewives, smoked herring, salmon, shipping boards and shingles, and potatoes in their season. The fat mackerel, the best grades of herring, and fish oils are exported to the United States.

Their vessels return from the West Indies well freighted with molasses, sugar, salt, coffee and other subtropical productions.

This firm have admirable facilities for the prosecution of the General Commission business, and it accordingly engages their attention to a very large extent. They receive on consignment invoices of ham, beef, pork, ship stores, and other goods from Boston and New York, and operate extensively in teas and other staples, their transactions being conducted with characteristic promptitude and despatch. The members of the firm have grown to their work, having been trained to understand every department of the business. They have inherited a wholesome ambition combined with energy and industry, and they thus afford the fullest assurance that the success already attained will be retained and duly improved.

#### BREMNER & HART.

This firm occupy extensive premises on "Bremner's Wharf," Lower Water Street, known a few years ago as the Old Boston Packet Wharf and occupied in those days by the late B. Wier & Co. Since then the docks have been dredged and are now suitable for vessels of the largest class. It continues still to be one of the busiest, as it is one of the most commodious wharves in Halifax.

The firm was formed on the 1st April, 1869, for the prosecution of the

West India and Commission business. It consists of Messrs. J. J. Bremner and W. H. Hart. Both have had the benefit of admirable training and of experience in business. Mr. Bremner was a partner in the firm of G. & A. Mitchell & Co. for about nine years—from 1856 to 1864 inclusive. On the dissolution of this firm at the end of 1864, he engaged in business by himself, until 1869 when, having purchased the wharf property now occupied by the firm, Mr. Hart became associated with him, Mr. Hart had been a partner in the firm of R. J. and W. Hart from the first of March, 1867, till the 31st March, 1869.

It is of course an immense advantage in the prosecution of a business to start with the benefit of capital and experience, as well as native sagacity and enterprise. It is no wonder therefore that the record of the firm of Bremner and Hart is one of success and widening influence. Their chief strength is devoted to the West India trade; the shipping of dry and pickled fish, the product of the British American Fisheries, to the West Indies, and the bringing home of return cargoes consisting of sugar, molasses, coffee or salt. They also ship cargoes of lumber to the southern markets as occasion offers. Sugar and molasses are the most important items of the return cargoes, and these articles are shipped to Montreal (via Grand Trunk) and to Boston and New York. Owing to the extraordinary bounty paid by the U. S. Government for the exportation of refined sugar, refining in Canada is not at present possible, and Halifax trade with Montreal is paralysed. The tendency of the sugar trade—outward and inward—is increasingly to concentrate upon New York and Boston.

Messrs. Bremner and Hart prosecute an extensive commission business which sometimes embraces cargoes of flour. Their trade in fish embraces most of the leading American cities as far west as Cincinnati and Chicago. Among their exportations are the large spring Bank cod, mackerel, fat herrings, salmon, split herrings, and alewives. The American market for fish is steadily extending, and it is carefully utilized by this house.

Men like Messrs. Bremner and Hart who widen the avenues of commerce and are well versed in the principles as well as the practice of political economy, benefit not themselves merely but the whole community of which they are members.

#### JOHN TAYLOR & CO.

JOHN TAYLOR, the head of this firm, was a member of the firm of Eason, Boak & Co., and subsequently of the firm of Boak and Taylor. Upon the dissolution of the latter firm he entered upon business by himself, on Tobin's Wharf. In 1871 the present firm was formed by the admission of G. R. Taylor and W. A. Conrod,—the former a son of the founder. In 1873 the firm purchased "Taylor's Wharf"—then the Bermudian—one of the safest and most spacious in the city. They have commodious stores, a bonded warehouse, and all the conveniences and appliances requisite for the successful conducting of their extensive business. They own five brigs

which are employed in the West India trade. They export to the West Indies dried and pickled fish, &c., and import sugar, molasses, coffee, salt and West India fruit in its season.

This firm conduct an extensive commission business, for the prosecution of which they have all necessary facilities. They also fit out and supply fishing vessels. Mr. Taylor has long been one of the prominent commercial and financial men of the city. The esteem of his fellow citizens was shown by his election as one of the representatives of Halifax in the Legislative Assembly.

#### AUGUSTUS W. WEST.

UPWARDS of forty years ago C. West & Son commenced a purely West India business at the well known site of "West's Wharf"—the most northerly on Water Street,—adjoining Her Majesty's Dockyard. The business prospered and extended from year to year until at this moment the West property includes three wharves, ten stores, a large bonded warehouse and two offices. Eight of "West's vessels" are continually coming and going between Halifax and the West Indies, and other vessels are chartered as occasion requires.

The firm of C. West & Son developed in course of years into the two firms of W. P. West & Co., and N. L. & J. T. West,—four brothers,—two in each firm. When N. L. West retired from the business, another brother, Augustus W. West, took his place. Mr. West, senior, the founder of the house, had six sons. One of these studied law and died some twenty years ago in his early prime. The other five engaged like their father, in a mercantile career, and they all met with well-earned success. Their reputation always stood high as men of stainless integrity and public spirit. One of the five brothers,—J. T. West, died recently. The other two have retired from business—enjoying the guerdon of well directed enterprise. One only,—Augustus W. West, remains at this moment in the business. However, a younger generation of the family are ready to take the field.

A view of these commodious wharves, these numerous and spacious stores, these huge piles of dried codfish,—the many busy hands loading or unloading vessels,—will enable one to realize better than pages of graphic writing, the extent and importance of the trade between Halifax and the West Indies. Messrs. West always confined themselves to the exportation of dried and pickled fish and the importation of "West India goods"—principally sugar and molasses.

## COMMERCIAL AGENCIES.

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HAVING reviewed the several industries, here it may not be uninteresting to refer to an institution by which the trade of so many is to a certain extent protected and facilitated. "The agency system" had its origin with the merchants themselves. Several prominent houses in New York city feeling the need of a more thorough knowledge of their customers; sent trusty agents to report the local opinion regarding their habits, mode of doing business, and financial standing. Gradually the work became appreciated, and at length the more stirring and enterprising of these employés, in the year 1842, formed themselves into an association or partnership, which was the foundation of the commercial agency, and the firm of the present house of Dun Barlow & Co., of N. Y., or as they are in many cities known, Dun Wiman & Co. A few months later their vigorous rivals, the McKillop & Sprague Co., started in the race. This agency is known in several cities by another style, viz: Jno. McKillop & Co. Shortly after the starting of these the utility of the system had become so well recognized as to appear to other competitors an inviting field, and the house of Bradstreet & Sons sprang into existence. The ramifications of these offices have been extended to almost every civilized community. The same spirit that has marked the extension of this network, has shown itself in making the system more reliable and, consequently, more useful.

Some eight years ago several of the prominent merchants of this city, feeling the need of one of these agencies, induced Dun Wiman & Co. to open a branch office here; and shortly after so doing the present very efficient agent, Mr. William Hedley, was appointed. Mr. Hedley has, by his carefulness of the credit of the Nova Scotian merchant (at the same time having a watchful eye to the interest of his customers) together with his shrewdness and affability, gained for himself many warm friends and for the office a strong support.

On the first day of the present year the McKillop & Sprague Co. opened a branch office in the city under the management of Mr. Jno. B. Graham, who has had several years' experience in the business. Notwithstanding the many obstacles to be contended against, he has, by energy and ability, gained for his firm some strong supporters and made a very excellent beginning. The success attending Mr. Graham's "push," attention and keenness of observation will be useful to

the community as well as profitable to the firm which he represents. Of late years we have heard in various Canadian cities complaints, loud and deep, of the Commercial Agencies. The power of the law and of the Legislature was to be invoked, and ruin was to be hurled on the heads of the "agents" to whom names by no means complimentary were at times applied. There may have been some foundation for these complaints. We do not of course imagine that the system as conducted by any company is faultless. Like all human beings the managers and agents are liable to err. They may be at times imposed upon by crafty and dishonest representations. But, all in all, the body of information gathered by these men, and placed within reach of the commercial community, is invaluable, and is now virtually indispensable. The healthy rivalry which now obtains between the Companies we have mentioned will go far to remove difficulties and obviate the necessity for further legislative action. Public confidence in the Agencies has never been shaken. The motto of the Agencies is "not only to protect trade but to bring good men together." The experience of every passing year shows the necessity of business men being possessed of full and reliable information about their customers. The day *may* come, but it is still far far away, when business will be conducted wholly on the principle of "cash in hand." When that day comes, such Agencies as these may be dispensed with, but not till then.

## THE FUTURE OF HALIFAX.

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HALIFAX is advantageously situated for carrying on the trade of the Province of which it is the metropolis, and yet from various causes it has not arrived at that prominent position nature evidently designed it to occupy. The city has done much for all the rest of Nova Scotia; her capital has built up communities east and west of her, which now no longer depend on her for business facilities, but carry on a direct trade both inward and outward with other countries.

The metropolis is proud of Yarmouth and its noble record of shipping; of Sydney and Pictou with their rich surroundings of coals and other minerals; of Truro, Amherst, and Londonderry with their rising energetic manufacturing and farming populations; of Lunenburg, Liverpool, Shelburne and Lockeport, whose fishing industries and West India trading are gradually laying the foundation of ample fortunes to their prosecutors; of the gold mines of Sherbrooke and Waverly; the beautiful towns of the Annapolis valley from the deserted ramparts of the ancient capital to the classic streets of Windsor and to the banks of the Avon spanned by its magnificent bridge; of the lonely hills and dales of Antigonish and the picturesque beauty of Cape Breton; in the prosperity of all these sections of Nova Scotia, the metropolis rejoices.

We do not say that Halifax has in any way retrograded; on the contrary she has steadily advanced in all that tends to build up a great community, and even the past quarter of a century during which other sections of the country have made great strides, has witnessed in the metropolis greater improvements than any previous period of her history.

Looking at the past and gathering knowledge and wisdom from the successes and failures of bygone generations, may we not state a few of the premises which seem to lie before us as a panorama, to work out the sum to a sure result, to demonstrate the problem, and thus to indicate the position our city will occupy not many years hence?

Take a map of the world and observe the position of Nova Scotia stretching out into the Atlantic and there see the magnificent location of Halifax, with her spacious harbour, easy of approach, ever open, capable of holding the combined navies of the world. This makes Halifax

### THE WINTER PORT OF CANADA.

We are aware that efforts are being made to thrust forward some obscure ports on the eastern coast of Nova Scotia, on the north shore of New Brunswick and the harbour of St. John as possible winter ports; but for a century or more all practical seamen of the Royal Navy and Mercantile marine have settled the question in favour of Halifax. The immense water frontage of the harbour with its land locked Bedford Basin, North West Arm and Eastern Passage, giving over thirty miles of sheltered anchorage, where one thousand ships can load and discharge their cargoes is certainly not equalled on this continent, nor exceeded by any harbour in the world. Disabled Atlantic steamers bear up for Halifax, where they are sure of a refuge with a never failing supply of coal and provisions, and representatives of all the great ocean lines have at one time or other tested its claims to the position which she holds.

Communication with the inland portions of the continent is becoming sure and swift. The Intercolonial Railway brings the seaport within a day and of the commercial metropolis of Canada. It requires no stretch of imagination to picture the daily entrance of a steam ferry loaded with passengers and freight not only bound for Canada, but for the great west beyond to which in return we will be able to offer the shortest and safest ocean route to the Old World.

### THE WEST INDIA TRADE,

which is the life of our city, is capable of great expansion; there are many islands in the Windward and Leeward groups as well as those under foreign flags which have not as yet been tested by our traders. In the near future these markets will be fully worked and the products of our fisheries, our factories, our mines, our forests and our farms will meet with a ready sale. South America opens up for our products a boundless field, while away across the great Atlantic the coast line of two continents offers many an inviting opening for commercial enterprise, which an enlightened coming generation will not be slow to utilize.

### THE UNITED STATES TRADE.

SINCE the abrogation of the Reciprocity Treaty, trade with the United States has fallen off to some extent, but still the connection is held and with more enlightened legislation which must in time clear away the obstructions to a free international exchange of products, there will be a wonderful quickening of commercial relations. The

present export of Fish, Coals, West India goods, and other articles of commerce is but a tithe of what could be induced by the unshackling of the fetters upon our products. One or other of two courses of action in relation to the trade with the States will equally tend to build up Halifax, either unrestricted trade with our neighbours, or such a measure of protection to our industries as shall lay a lasting foundation for internal production which will for ever make us independent of New England manufacturars.

### THE INTERCOLONIAL TRADE.

FROM the peculiar position of Nova Scotia jutting out on the Atlantic, it would seem that our markets were rather outside than within the Dominion; still the germs of Intercolonial commercial relations have already been planted and have borne some fruit. Other parts of Canada to a great extent produce articles of commerce similar to those of Nova Scotia, so that our trade with them consists largely in the distribution of the products of other counties. Before the destruction of the sugar industry caused by bungling legislation at home and hot house rivalry abroad, Montreal was a good customer for the sugars and molasses imported by Halifax merchants from the West Indies. This branch of trade will no doubt revive and greatly increase so as to assist us in paying for our flour and other products of the farm and factory from Quebec and Ontario. Facilities for direct interchange of commodities are rapidly increasing, and both by steamer and railway we have direct freighting intercourse with the Western Provinces, which must have a beneficial action on our relations to the great west of Canada.

Newfoundland and Prince Edward Island have always been good customers to Halifax, and now that the coasting trade is being confined to Canadian steamers, shutting out the Americans from participating in our waters what we are denied in theirs, an enlargement of intercourse with these thriving provinces will surely follow in the wake of improved steam connection.

### TRADE WITH GREAT BRITAIN, &c.

THE exports from Halifax to Britain have been growing every year, and a glance at the trade returns of 1875 shews a decided increase over any previous year. The ocean and the forests are the main source of our export trade to the mother country, but in 1875 there was also a good shew of other articles, such as apples, leather, furs, tobacco, preserved meats, skates, &c., which indicates a testing of



markets, and if any measure of success could be obtained a wide expansion will be the result.

French St. Peters gives a large direct trade which is annually increasing, as is also the connections with the Azores, Madeira, Mauritius, Bermudas, Portugal, and Spain, all of whom are customers more or less profitable and who are anxious to perfect their relations with Halifax and other ports of Nova Scotia.

### MANUFACTURING INDUSTRY, &c.

As we have already stated, the manufacturing industry of Halifax and vicinity is largely in excess of what a superficial observer would suppose. In the production of furniture, pianos, clothing, boots and shoes, hats and caps, rope, gunpowder, paper, skates, railway scabbards and ties, spikes, nails, edge tools, copper paint, steam engines and machinery, tobacco, biscuits, wooden ware, brooms, brushes, soaps and candles and other articles, a large amount of capital is employed, giving fair returns. Push and energy will accomplish a great deal in extending the production of these articles. Measures are being taken by several manufacturers to grasp the home trade and these measures, backed up by low prices and good articles will be certainly successful, so that the future will witness great results to flow from a vigorous pushing of the industrial advantages of Halifax.

Few cities can shew such noble charities, such literary facilities, such opportunities for recreation and pleasure as Halifax. Its asylums and hospitals, reading rooms and libraries, public gardens, parks and drives, are quite worthy to be coupled with its commercial, financial and manufacturing attainments; and in view of these it will be no violation of good taste to predict a prosperous future for this city whose prospects of advancement in all that pertains to a great community is certainly not surpassed in the Dominion of Canada.

A glance at the Halifax of less than fifty years hence will not be inappropriate as a conclusion to the business possibilities of the commercial and financial Metropolis of Nova Scotia. Call it a dream if you will, but it "is not all a dream:"—"Long trains of coals hourly arrive from Cumberland and Pictou, which are shot direct into the holds of the steam colliers moored at the loading piers near the head of Bedford Basin; the Londonderry iron mines send a daily remittance of steel, pig iron, machinery and castings. Car loads of agricultural produce from Antigonish and Hants counties, of fruit from the Annapolis valley, of butter and cheese from Colchester and Cumberland come in by every arriving train. Truro ships the products of her looms and woodenware factories; the potteries of Elmsdale and

Shubenacadie, the paper mills of Ellershouse, all fill up their quotas and give profitable employment to the shipping which throng the port, lying at the wharves and quays of the Harbor, Basin and North West Arm."

And to what an extent the city has grown we can scarcely conceive. "The peninsula is completely covered with houses and buildings of all kinds, the shores of the Arm are fringed with huge factories, conspicuous among which are three or four sugar refineries, at whose wharves the returning West Indiamen unload their cargoes of coarse sugar for refining, and a branch line of railway leaving the main line at the Three Mile House, passing around Point Pleasant and up the water side takes the refined article to the great provinces which stretch from the old province of Ontario to the shores of the Pacific.

"Steam colliers from Cape Breton compete with the coal trains and the superior coals from veins opened between Sydney and Louisburg and shipped from the latter port to Halifax and all over the continent are enriching their owners, most of whom reside in the city in magnificent villas surrounding the pleasure grounds which were formerly called the North and South Common.

"As the garrison had been withdrawn a good many years ago, the barracks were sold for cotton factories which are now in full operation. The Citadel Hill had the old fortress demolished and the former moat having been cemented is now turned into a vast reservoir, water being pumped into it from the lakes, and forms the most perfect system of protection from fire ever enjoyed by any city on the continent.

"The city proper contains half a million of people, and the towns and villages in sight of the reservoir two hundred thousand more. No less than one thousand fishing vessels are fitted out to proceed to the Bank and Labrador Fisheries, and this industry is principally carried on from the opposite side of the harbor, where ten thousand fishermen with their families reside. Ten banks are in full operation having a capital of twenty millions of dollars. Active competition has driven out all the foreign Insurance companies and the several underwriters' associations have grown to such large proportions that branches have been opened in the United States and other foreign countries where their security is appreciated.

"The capital invested in the manufactories of Halifax is now fifty millions of dollars, and the energy displayed in pushing the trade into the East Indies, China, Africa and the continent would astonish the Rip Van Winkles of the last century whose sons and grandsons have

lost all the old foggy notions which characterised the Halifax of their childhood. The merchants who move in and out of the Chamber of Commerce building are fine specimens of commercial probity. All the world over those merchant princes are famed for upright dealing and honesty of purpose, so that their word is as good as their bond.

“As the city is overflowing the peninsula, bridges are projected over the harbor and from Point Pleasant to the west side of the arm, which will be a great accommodation to the thousands of artizans who reside outside the city limits. Truly Halifax has grown to be a great city, and some old persons who have early recollections of the place are filled with astonishment at the wonderful strides taken in material advancement within fifty years.”

Without any great stretch of imagination this is the Halifax of less than half a century hence.



